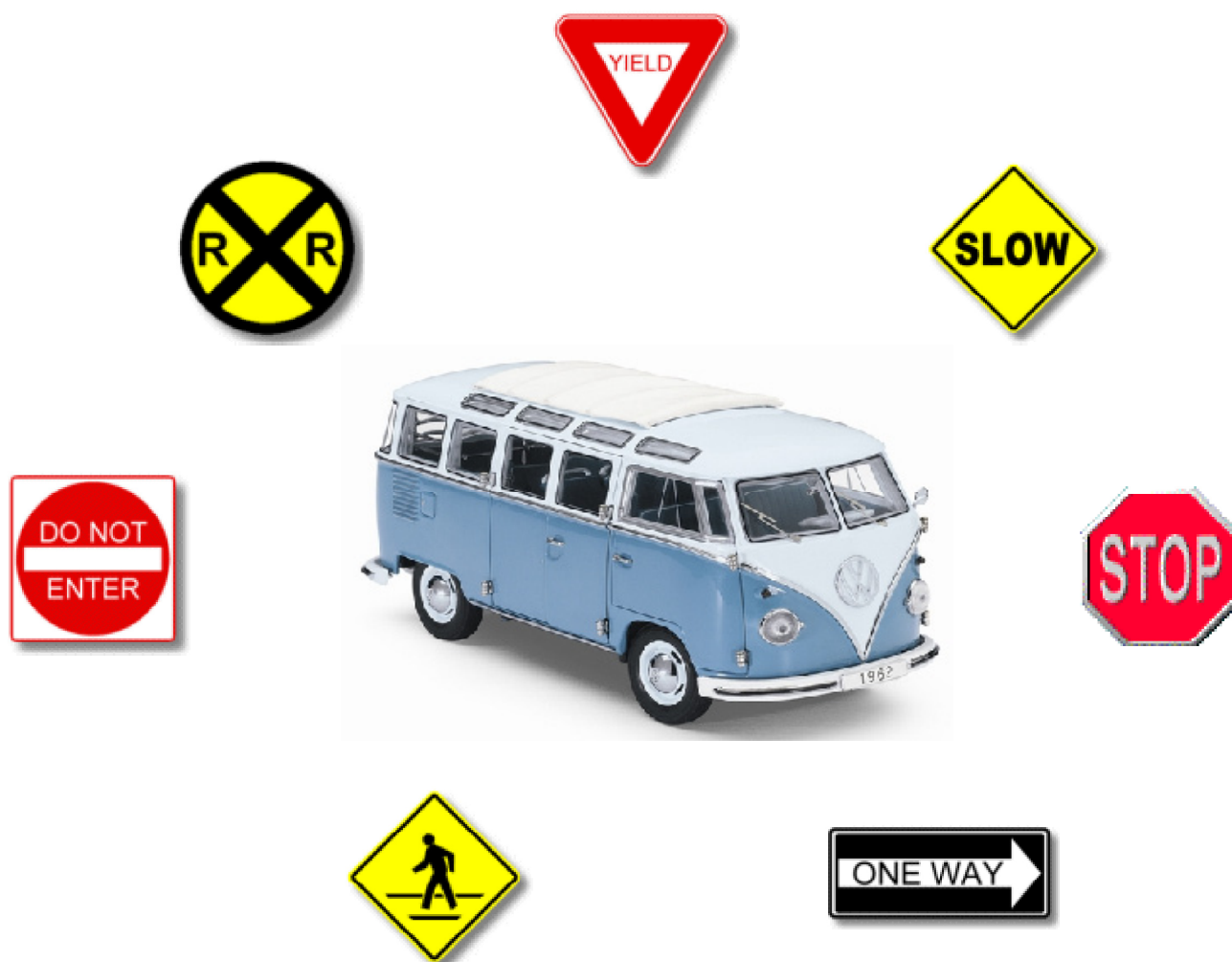


# STATE OF MAINE CRASH & HIGHWAY FACTS 2010 EDITION



Prepared by:  
Maine Department of Transportation  
Bureau of Maintenance and Operations  
Traffic Engineering Division  
Crash Records Section  
16 State House Station  
Augusta, Maine 04333-0016



# STATE OF MAINE

## CRASH & HIGHWAY FACTS

### 2010 EDITION

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# CRASH & HIGHWAY FACTS

## 2010 EDITION

### Preface

This publication is a statistical review of reported motor vehicle crashes in Maine during the five-year study period 2006 - 2010. The statistics are compiled from crash reports submitted to the Department of Transportation by the Traffic Division, Department of Public Safety. The Traffic Division receives all police uniform crash reports Form 13:20 A, from state, county and local police agencies.

The enclosed charts, graphs, listings and summaries were produced using the Department of Transportation's Computerized Crash Records System. Except for adjustments to locations and crash-type information for accuracy, no attempt has been made to modify the raw data received from the reporting agencies. However, because crash scenes are often dangerous and chaotic, some inaccuracies in data collection are possible.

A comparison of this report with other summaries of crashes and fatalities may also reveal inconsistencies due to changes in crash classification, late submittals, and differing reporting criteria.

The Department of Transportation and the Department of Public Safety wish to express our sincere thank you to all law enforcement agencies and officers for the work they do on crash investigations. Without their dedication, this report would not be possible.

We welcome your comments and suggestions on this report at:

Maine Department of Transportation  
Bureau of Maintenance and Operations  
Traffic Engineering Division  
Crash Records Section  
16 State House Station  
Augusta, ME 04333-0016

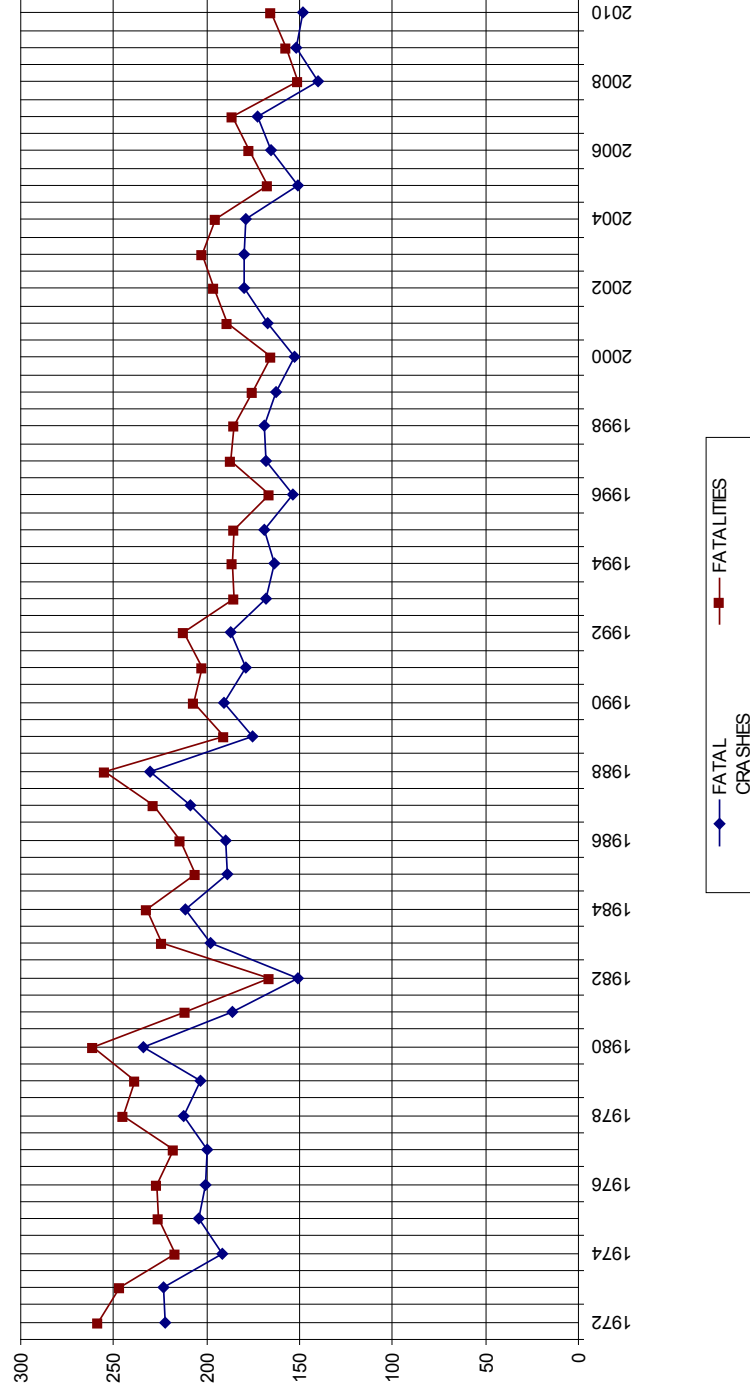
Tel: 207-624-3618  
Fax: 207-624-3101





# MAINE HIGHWAY FATAL CRASHES AND FATALITIES 1972 - 2010

YEAR	FATAL CRASHES	FATALITIES
1972	222	258
1973	223	247
1974	192	217
1975	204	226
1976	201	227
1977	200	218
1978	212	245
1979	203	239
1980	234	261
1981	186	211
1982	151	166
1983	198	224
1984	211	232
1985	189	206
1986	190	214
1987	209	229
1988	230	255
1989	175	191
1990	191	207
1991	179	202
1992	187	212
1993	168	185
1994	164	186
1995	169	185
1996	154	166
1997	168	187
1998	169	185
1999	163	175
2000	153	165
2001	167	189
2002	180	196
2003	180	202
2004	179	195
2005	151	167
2006	165	177
2007	173	186
2008	140	151
2009	152	157
2010	148	165



# STATEWIDE HISTORICAL DATA FOR CRASHES, INJURIES, LICENSED DRIVERS AND REGISTERED VEHICLES 1972 - 2010

CALENDAR YEAR	MAINE TOTAL CRASHES	TOTAL FATAL CRASHES	TOTAL INJURY CRASHES	TOTAL PROPERTY DAMAGE ONLY	TOTAL PERSONS KILLED	TOTAL PERSONS INJURED	TOTAL LICENSED DRIVERS	TOTAL REGISTERED VEHICLES
1972	24,951	222	7,866	17,085	258	11,453	551,000	580,000
1973	24,950	223	8,016	16,934	247	11,062	596,000	616,000
1974	24,788	192	7,960	16,828	217	11,622	650,000	662,000
1975	26,670	204	8,076	18,594	226	12,591	628,000	674,000
1976	30,147	201	9,011	21,136	227	13,198	647,000	726,000
1977	32,183	200	9,123	23,060	218	13,298	668,000	749,000
1978	32,507	212	9,774	22,733	245	14,267	683,000	738,000
1979	29,578	203	9,319	20,259	239	13,509	702,000	747,000
1980	27,911	234	9,267	18,644	261	13,462	730,000	759,000
1981	26,698	186	8,848	17,850	211	12,688	753,000	784,000
1982	30,467	151	9,982	20,485	166	14,569	757,000	774,000
1983	31,369	198	10,441	20,928	224	14,951	770,000	774,000
1984	34,543	211	11,076	23,467	232	15,979	791,000	834,000
1985	36,798	189	11,620	25,178	206	16,842	803,000	834,000
1986	40,378	190	12,338	28,040	214	17,654	818,000	843,000
1987	42,598	209	13,044	29,554	229	19,058	870,716	122,591
1988	40,039	230	12,939	27,100	255	18,872	866,728	1,304,121
1989	42,388	175	13,107	29,281	191	18,936	888,591	1,224,759
1990	36,577	191	11,849	24,928	207	16,739	887,077	1,255,783
1991	34,093	179	10,894	23,199	202	15,720	888,963	1,244,473
1992	34,624	187	11,316	23,308	212	16,384	917,965	1,277,580
1993	36,709	168	11,823	24,886	185	17,077	919,902	1,289,495
1994	36,533	164	11,673	24,860	186	16,768	881,038	1,203,069
1995	38,542	169	12,035	26,507	185	17,418	864,447	1,233,591
1996	39,806	154	11,995	27,811	166	16,978	873,761	1,264,977
*1997	42,522	168	11,995	30,135	187	17,845	897,453	1,334,260
1998	40,874	169	11,758	29,116	185	16,712	911,606	1,234,620
1999	39,037	163	11,478	27,559	175	16,431	911,704	1,314,502
2000	37,251	153	11,538	25,713	165	16,415	920,185	1,467,388
2001	37,499	167	11,418	26,081	189	16,125	932,455	1,522,007
2002	36,762	180	11,435	25,327	196	15,981	948,748	1,471,082
*2003	35,571	180	10,995	24,576	202	15,066	968,358	1,486,609
2004	35,190	179	10,886	24,304	195	14,887	984,829	1,486,969
2005	35,254	151	10,454	24,801	167	14,128	1,003,972	1,491,149
2006	32,104	165	9,771	22,334	177	13,090	1,005,160	1,492,893
2007	33,096	173	9,547	23,549	186	12,668	1,009,780	1,542,691
2008	31,550	142	8,653	22,897	153	11,430	1,009,688	1,548,272
2009	28,715	152	8,121	20,594	157	10,770	1,016,827	1,519,008
2010	27,654	148	7,933	19,721	165	10,736	1,036,795	1,526,496



# MAINE STATEWIDE HIGHWAY CRASHES, TRAVEL & CRASH RATES 2008 - 2010

FUNCTIONAL CLASS	STATEWIDE CRASHES		STATEWIDE TRAVEL (HMVM)		STATEWIDE CRASH RATES	
	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN
1) LOCAL	11005	5022	44.808	10.826	245.6	463.9
2) PRINCIPAL ARTERIAL INTERSTATE	4,667	2,795	73.463	23.203	63.53	120.46
3) PRINCIPAL ARTERIAL INTERSTATE-Other Freeways and Expressways	135	396	1.944	2.993	69.44	132.31
4) OTHER PRINCIPAL ARTERIAL	6,879	6470	56.684	22.35	121.36	289.49
5) MINOR ARTERIAL	7,716	8,001	53.691	28.598	143.71	279.77
6) MAJOR COLLECTOR (includes all Urban Collectors)	11,803	6,773	69.128	28.015	170.74	241.76
7) MINOR COLLECTOR (not coded in Urban and FUSR)	4,956	382	23.601	2.027	209.99	188.45
8) SIGNALIZED INTERSECTIONS	9,394		15569.757		0.60	

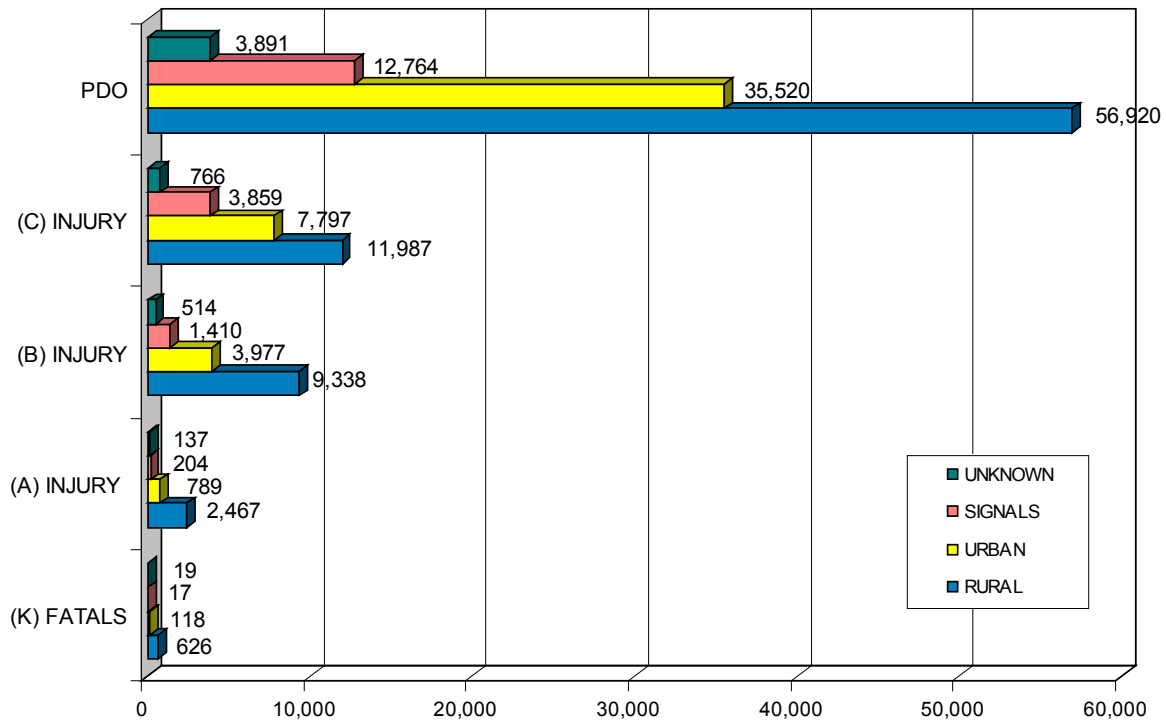
The Statewide Crash Summary is the total for all identified crash locations and does not include Non Highway Crashes or those crashes where the crash location could not be properly identified.

The Statewide Travel Summary shows the number of Vehicle Miles of Travel for the three-year period 2008-2010, expressed as hundred million vehicle miles of travel (HMVM) except for Signalized intersections which is expressed as million entering vehicles (MEV).

The Statewide Crash Rate Summary shows the average rate of crashes for each Functional Classification by Urban/Rural categories. The Crash Rate is determined by dividing the Crashes by the amount of travel.

The Signalized Intersection total is the number of crashes which occurred at all signalized intersections in the State.

# MAINE HIGHWAY CRASH SEVERITY BY RURAL URBAN DESIGNATION 2006 - 2010



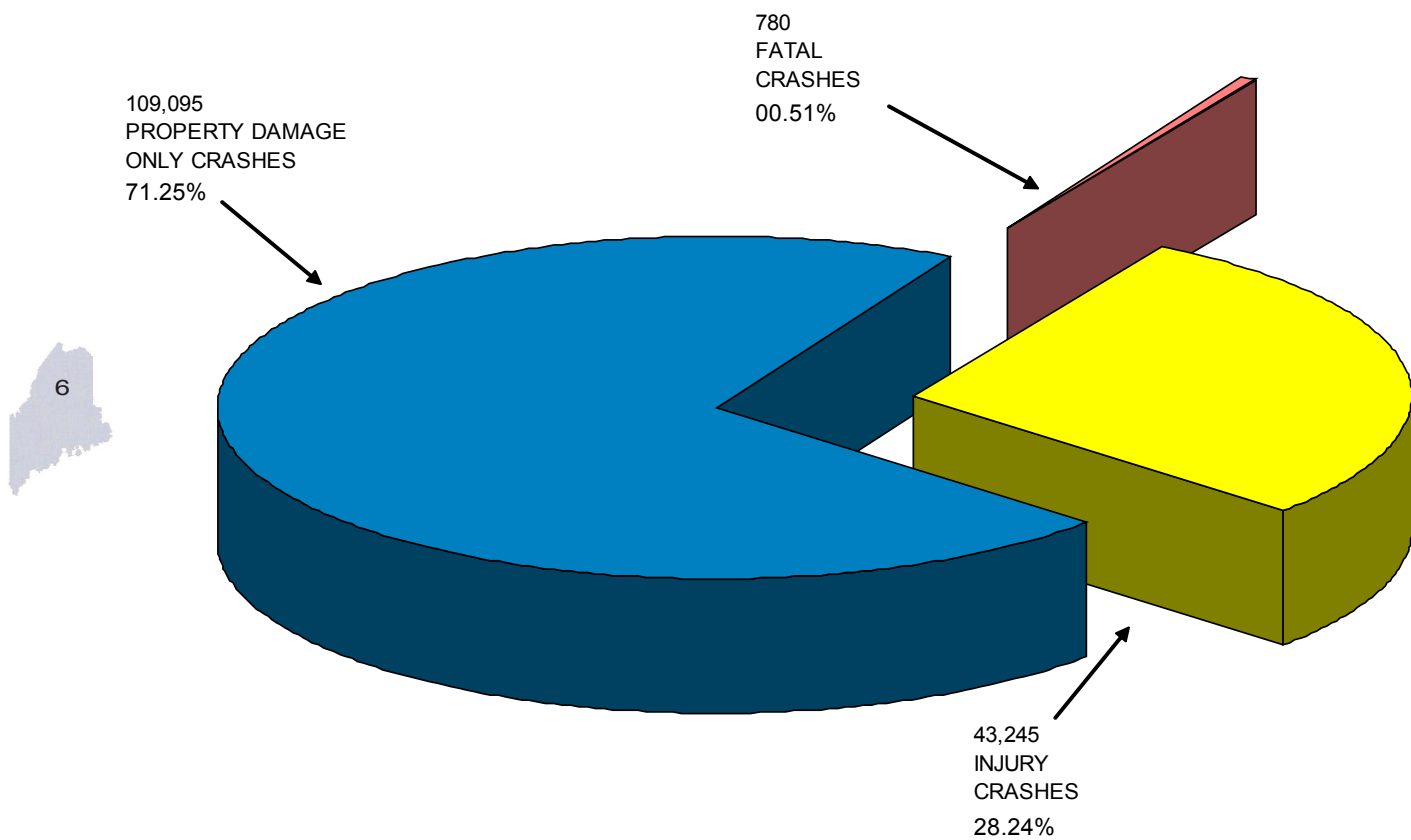
RURAL URBAN DESIGNATION	FATAL CRASHES (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	FIVE YEAR TOTAL
RURAL	626	2,467	9,338	11,987	56,920	81,338
URBAN	118	789	3,977	7,797	35,520	48,201
SIGNALIZED INT.	17	204	1,410	3,859	12,764	18,254
UNKNOWN	19	137	514	766	3,891	5,327
<b>TOTAL</b>	<b>780</b>	<b>3,597</b>	<b>15,239</b>	<b>24,409</b>	<b>109,095</b>	<b>153,120</b>



# MAINE HIGHWAY CRASHES

## 2006 - 2010

### 153,120 TOTAL CRASHES



# FEDERAL HIGHWAY ADMINISTRATION

## ESTIMATED ECONOMIC LOSS IN MAINE

### 2006 - 2010

YEAR	PERSONS KILLED	DOLLAR \$ AMOUNT OF LOSS	INCAPACITATING INJURY (A)	DOLLAR \$ AMOUNT OF LOSS	NON INCAPACITATING INJURY (B)	DOLLAR \$ AMOUNT OF LOSS	POSSIBLE INJURY (C)	DOLLAR \$ AMOUNT OF LOSS	PROPERTY DAMAGE ONLY	DOLLAR \$ AMOUNT OF LOSS	ESTIMATED TOTAL ANNUAL COST
2006	177	\$708,000,000	1,015	\$204,116,500	4,610	\$232,344,000	7,288	\$177,827,200	59,112	\$130,046,400	\$1,452,334,100
2007	186	\$744,000,000	980	\$197,078,000	4,316	\$217,526,400	7,186	\$175,338,400	61,203	\$134,646,600	\$1,468,589,400
2008	153	\$612,000,000	864	\$173,750,400	3,738	\$188,395,200	6,675	\$162,870,000	58,490	\$128,678,000	\$1,265,693,600
2009	157	\$628,000,000	731	\$147,004,100	3,537	\$178,264,800	6,345	\$154,818,000	54,570	\$120,054,000	\$1,228,140,900
2010	165	\$660,000,000	775	\$155,852,500	3,596	\$181,238,400	6,200	\$151,280,000	52,085	\$114,587,000	\$1,262,957,900
<b>TOTAL</b>	<b>838</b>	<b>\$3,352,000,000</b>	<b>4,365</b>	<b>\$877,801,500</b>	<b>19,797</b>	<b>\$997,768,800</b>	<b>33,694</b>	<b>\$822,133,600</b>	<b>285,460</b>	<b>\$628,012,000</b>	<b>\$6,677,715,900</b>

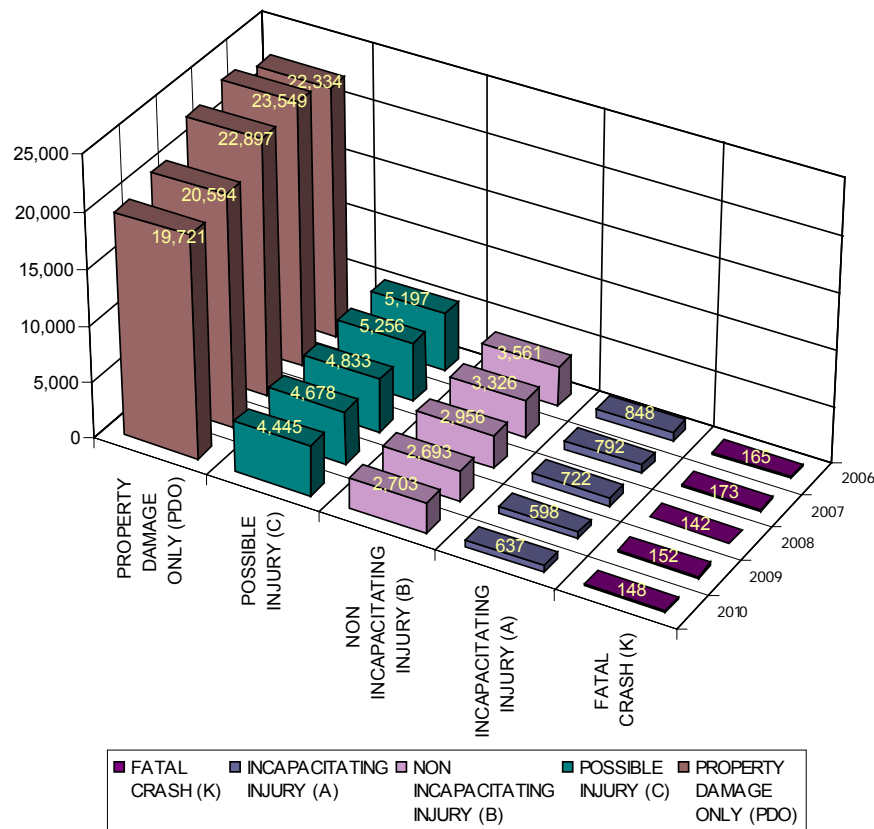
Cost estimates are based on 2006 NSC estimates.

Estimated Dollar amount of loss over 5 year period \$6.8 billion

Death (Per Person)	\$4,000,000
Incapacitating injury (Per Person)	\$201,100
Nonincapacitating (Per Person)	\$50,400
Possible injury (Per Person)	\$24,400
Property damage only (Per Crash)	\$2,200



# MAINE HIGHWAY CRASH SEVERITY BY YEAR 2006 - 2010



YEAR	FATAL CRASH (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	TOTAL CRASHES
2006	165	848	3,561	5,197	22,334	32,105
2007	173	792	3,326	5,256	23,549	33,096
2008	142	722	2,956	4,833	22,897	31,550
2009	152	598	2,693	4,678	20,594	28,715
2010	148	637	2,703	4,445	19,721	27,654
<b>TOTAL</b>	<b>780</b>	<b>3,597</b>	<b>15,239</b>	<b>24,409</b>	<b>109,095</b>	<b>153,120</b>
<b>PERCENT</b>	<b>0.51%</b>	<b>PERCENT INJURY CRASHES =</b>			<b>28.24%</b>	<b>71.25%</b>
						<b>100.00%</b>

(K) = Fatal injury. A fatal injury is any injury that results in death. Within 30 days of the crash.

(A) = Incapacitating injury. An Incapacitating injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

(B) = Nonincapacitating injury. A Nonincapacitating injury is any injury, other than fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.

(C) = Possible injury. A possible injury is any injury reported or claimed which is not a fatal injury, incapacitating injury or nonincapacitating injury.

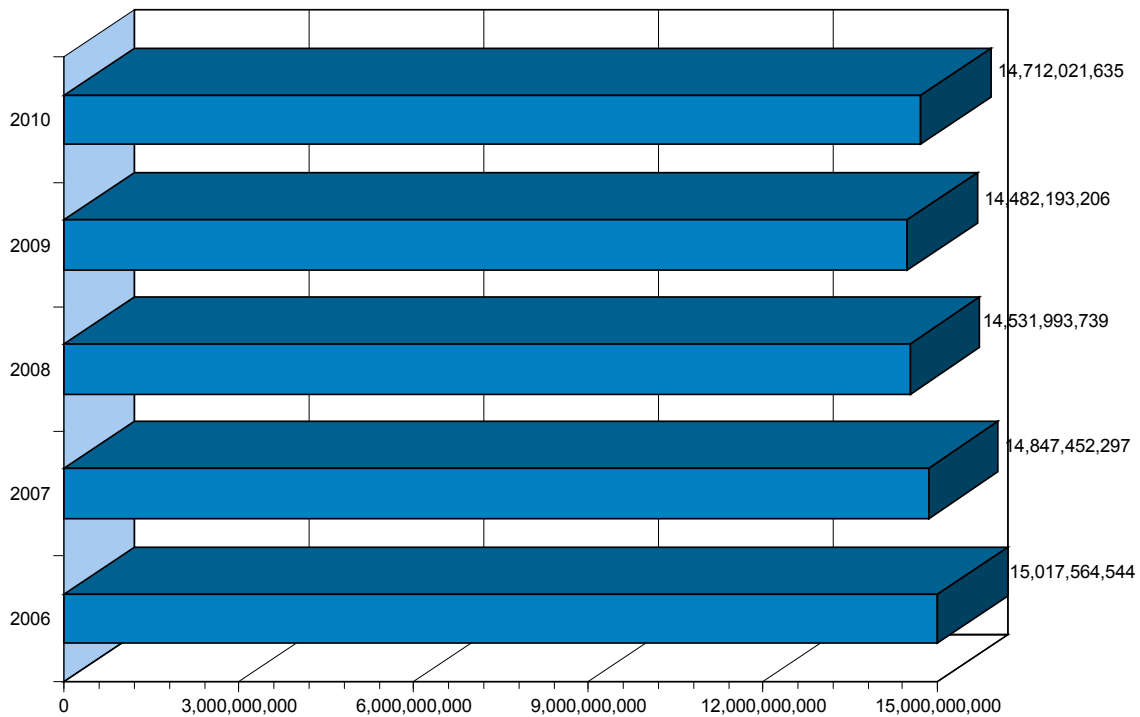
(PDO) = Property Damage only. Damage is harm to property that reduces the monetary value of that property. No injuries.

# STATE OF MAINE

## ANNUAL VEHICLE MILES OF TRAVEL

### BY COUNTY

### 2006 - 2010



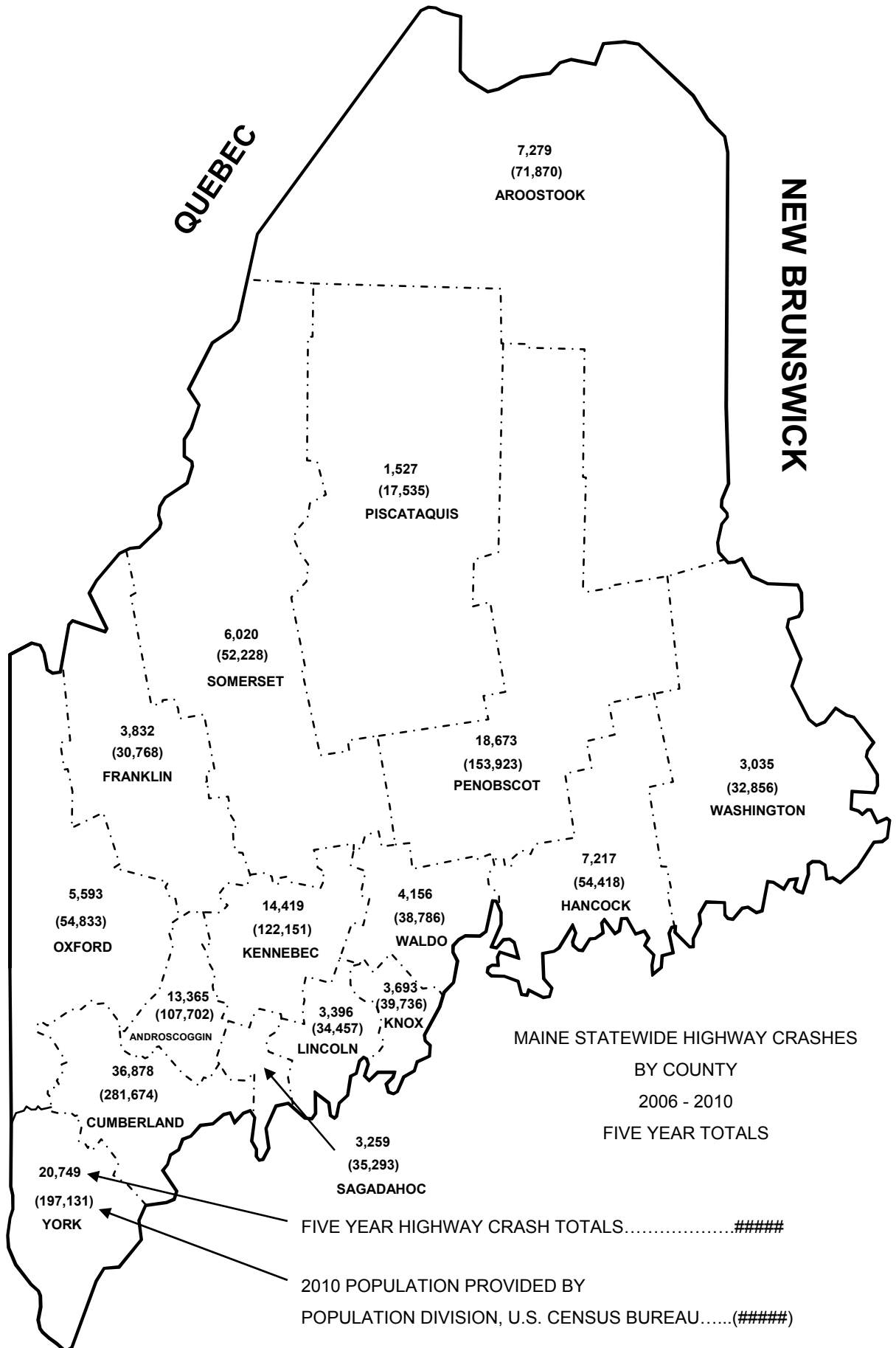
COUNTY	2006	2007	2008	2009	2010
ANDROSCOGGIN	956,194,749	939,069,124	950,075,443	938,430,755	935,305,996
AROOSTOOK	789,472,866	783,512,687	777,979,682	720,635,740	743,465,821
CUMBERLAND	3,192,205,568	3,096,511,471	3,060,801,677	3,026,673,041	3,078,464,257
FRANKLIN	354,557,365	358,139,723	336,983,272	336,547,605	342,237,085
HANCOCK	721,977,508	713,489,331	706,643,285	699,916,641	710,747,593
KENNEBEC	1,457,469,681	1,439,430,797	1,423,763,074	1,452,945,821	1,495,278,476
KNOX	377,335,358	359,651,221	347,502,977	352,713,511	359,189,054
LINCOLN	400,585,065	395,874,073	378,102,777	382,150,309	381,619,822
OXFORD	578,541,053	574,856,516	562,744,105	556,961,999	553,258,306
PENOBSCOT	1,742,966,878	1,749,144,930	1,706,342,227	1,732,282,606	1,750,081,677
PISCATAQUIS	182,900,248	182,590,706	177,388,445	178,253,464	177,825,266
SAGadahoc	466,537,813	455,212,674	441,675,557	447,667,459	462,832,983
SOMERSET	682,030,258	682,521,344	667,406,661	676,397,090	675,293,158
WALDO	402,480,795	408,646,109	399,652,848	401,607,937	394,949,414
WASHINGTON	431,603,437	426,603,379	408,239,302	386,086,734	392,901,538
YORK	2,280,705,902	2,282,198,212	2,186,692,407	2,192,922,494	2,258,571,189
<b>STATEWIDE</b>	<b>15,017,564,544</b>	<b>14,847,452,297</b>	<b>14,531,993,739</b>	<b>14,482,193,206</b>	<b>14,712,021,635</b>



NEW HAMPSHIRE

QUEBEC

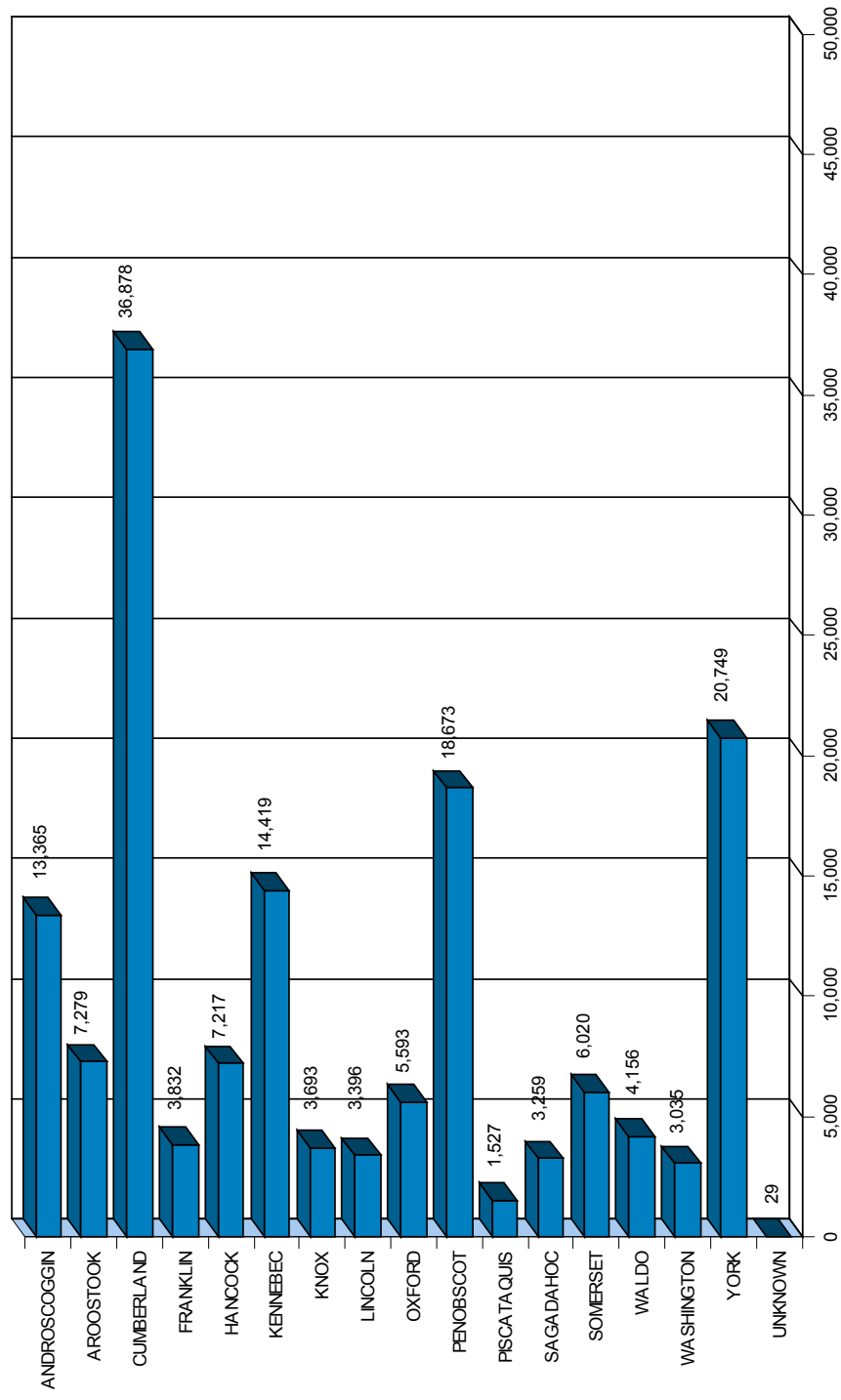
NEW BRUNSWICK



# MAINE HIGHWAY CRASHES

## By County

### 2006 - 2010



# MAINE HIGHWAY CRASH SEVERITY BY COUNTY

## 2006 - 2010

COUNTY	INJURY TYPE	2006	2007	2008	2009	2010	TOTAL CRASHES	PERCENT OF TOTAL
<b>ANDROSCOGGIN</b> <div>Percent personal injury 28.18%</div>	FATAL (K)	9	11	8	9	11	48	0.03%
	INCAPACITATING (A)	81	65	57	46	58	307	0.18%
	NON-INCAPACITATING (B)	276	282	268	210	228	1,264	0.76%
	POSSIBLE INJURY (C)	415	422	474	448	388	2,147	1.28%
	PROPERTY DAMAGE ONLY (PDO)	1,897	2,110	2,093	1,842	1,657	9,599	5.74%
	<b>COUNTY SUBTOTAL</b>	<b>2,678</b>	<b>2,890</b>	<b>2,900</b>	<b>2,555</b>	<b>2,342</b>	<b>13,365</b>	<b>7.99%</b>
<b>AROOSTOOK</b> <div>Percent personal injury 27.20%</div>	FATAL (K)	8	13	6	10	10	47	0.03%
	INCAPACITATING (A)	45	33	32	31	21	162	0.10%
	NON-INCAPACITATING (B)	190	188	144	142	135	799	0.48%
	POSSIBLE INJURY (C)	199	216	210	176	171	972	0.58%
	PROPERTY DAMAGE ONLY (PDO)	1,071	1,150	1,203	991	884	5,299	3.17%
	<b>COUNTY SUBTOTAL</b>	<b>1,513</b>	<b>1,600</b>	<b>1,595</b>	<b>1,350</b>	<b>1,221</b>	<b>7,279</b>	<b>4.35%</b>
<b>CUMBERLAND</b> <div>Percent personal injury 27.07%</div>	FATAL (K)	25	26	21	19	26	117	0.07%
	INCAPACITATING (A)	145	156	114	111	125	651	0.39%
	NON-INCAPACITATING (B)	729	680	618	584	558	3,169	1.90%
	POSSIBLE INJURY (C)	1,343	1,291	1,103	1,227	1,083	6,047	3.62%
	PROPERTY DAMAGE ONLY (PDO)	5,487	5,977	5,418	4,992	5,020	26,894	16.08%
	<b>COUNTY SUBTOTAL</b>	<b>7,729</b>	<b>8,130</b>	<b>7,274</b>	<b>6,933</b>	<b>6,812</b>	<b>36,878</b>	<b>22.06%</b>
<b>FRANKLIN</b> <div>Percent personal injury 29.67%</div>	FATAL (K)	6	5	5	6	8	30	0.02%
	INCAPACITATING (A)	19	31	30	16	17	113	0.07%
	NON-INCAPACITATING (B)	94	79	81	70	78	402	0.24%
	POSSIBLE INJURY (C)	129	150	115	92	106	592	0.35%
	PROPERTY DAMAGE ONLY (PDO)	552	579	596	479	489	2,695	1.61%
	<b>COUNTY SUBTOTAL</b>	<b>800</b>	<b>844</b>	<b>827</b>	<b>663</b>	<b>698</b>	<b>3,832</b>	<b>2.29%</b>
<b>HANCOCK</b> <div>Percent personal injury 30.12%</div>	FATAL (K)	12	14	7	8	7	48	0.03%
	INCAPACITATING (A)	48	45	40	41	49	223	0.13%
	NON-INCAPACITATING (B)	209	220	168	178	183	958	0.57%
	POSSIBLE INJURY (C)	187	226	199	159	174	945	0.57%
	PROPERTY DAMAGE ONLY (PDO)	992	1,174	1,008	984	885	5,043	3.02%
	<b>COUNTY SUBTOTAL</b>	<b>1,448</b>	<b>1,679</b>	<b>1,422</b>	<b>1,370</b>	<b>1,298</b>	<b>7,217</b>	<b>4.32%</b>
<b>KENNEBEC</b> <div>Percent personal injury 29.14%</div>	FATAL (K)	15	13	18	16	6	68	0.04%
	INCAPACITATING (A)	76	69	73	58	67	343	0.21%
	NON-INCAPACITATING (B)	310	264	256	215	255	1,300	0.78%
	POSSIBLE INJURY (C)	550	537	506	457	440	2,490	1.49%
	PROPERTY DAMAGE ONLY (PDO)	2,060	2,065	2,179	1,938	1,976	10,218	6.11%
	<b>COUNTY SUBTOTAL</b>	<b>3,011</b>	<b>2,948</b>	<b>3,032</b>	<b>2,684</b>	<b>2,744</b>	<b>14,419</b>	<b>8.62%</b>
<b>KNOX</b> <div>Percent personal injury 30.25%</div>	FATAL (K)	6	4	3	6	5	24	0.01%
	INCAPACITATING (A)	24	21	24	16	12	97	0.06%
	NON-INCAPACITATING (B)	93	100	78	68	71	410	0.25%
	POSSIBLE INJURY (C)	122	132	124	118	90	586	0.35%
	PROPERTY DAMAGE ONLY (PDO)	590	595	515	491	385	2,576	1.54%
	<b>COUNTY SUBTOTAL</b>	<b>835</b>	<b>852</b>	<b>744</b>	<b>699</b>	<b>563</b>	<b>3,693</b>	<b>2.21%</b>
<b>LINCOLN</b> <div>Percent personal injury 30.95%</div>	FATAL (K)	5	6	9	7	4	31	0.02%
	INCAPACITATING (A)	26	20	20	14	20	100	0.06%
	NON-INCAPACITATING (B)	76	77	64	60	55	332	0.20%
	POSSIBLE INJURY (C)	104	123	129	126	106	588	0.35%
	PROPERTY DAMAGE ONLY (PDO)	485	544	523	413	380	2,345	1.40%
	<b>COUNTY SUBTOTAL</b>	<b>696</b>	<b>770</b>	<b>745</b>	<b>620</b>	<b>565</b>	<b>3,396</b>	<b>2.03%</b>

# MAINE HIGHWAY CRASH SEVERITY BY COUNTY

## 2006 - 2010

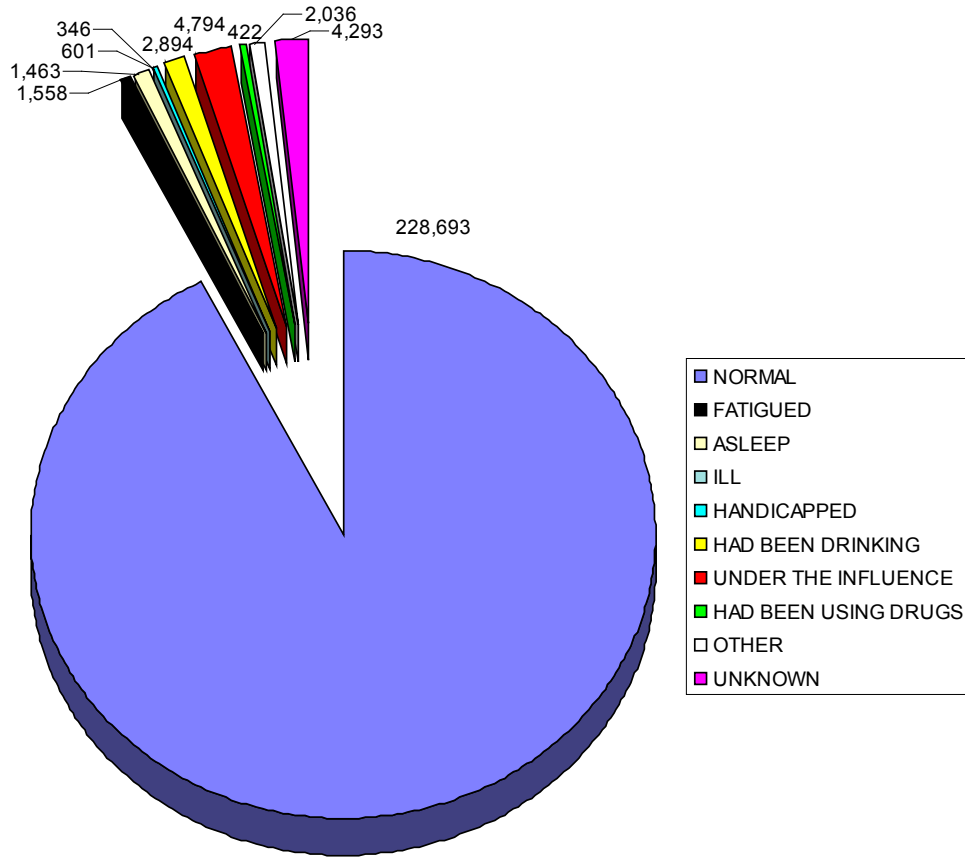
COUNTY	INJURY TYPE	2006	2007	2008	2009	2010	TOTAL CRASHES	PERCENT OF TOTAL
OXFORD Percent personal injury 30.18%	FATAL (K)	12	5	7	8	6	38	0.02%
	INCAPACITATING (A)	38	38	41	31	44	192	0.13%
	NON-INCAPACITATING (B)	154	144	123	91	107	619	0.40%
	POSSIBLE INJURY (C)	179	184	180	142	154	839	0.55%
	PROPERTY DAMAGE ONLY (PDO)	827	864	863	653	698	3,905	2.55%
	<b>COUNTY SUBTOTAL</b>	<b>1,210</b>	<b>1,235</b>	<b>1,214</b>	<b>925</b>	<b>1,009</b>	<b>5,593</b>	<b>3.65%</b>
PENOBSCOT Percent personal injury 30.09%	FATAL (K)	14	19	16	11	11	71	0.05%
	INCAPACITATING (A)	99	81	76	58	46	360	0.24%
	NON-INCAPACITATING (B)	473	439	361	350	329	1,952	1.27%
	POSSIBLE INJURY (C)	674	689	631	653	588	3,235	2.11%
	PROPERTY DAMAGE ONLY (PDO)	2,624	2,791	2,694	2,585	2,361	13,055	8.53%
	<b>COUNTY SUBTOTAL</b>	<b>3,884</b>	<b>4,019</b>	<b>3,778</b>	<b>3,657</b>	<b>3,335</b>	<b>18,673</b>	<b>12.20%</b>
PISCATAQUIS Percent personal injury 25.34%	FATAL (K)	3	1	1	6	3	14	0.01%
	INCAPACITATING (A)	8	10	7	7	3	35	0.02%
	NON-INCAPACITATING (B)	27	17	22	25	8	99	0.06%
	POSSIBLE INJURY (C)	61	55	41	39	43	239	0.16%
	PROPERTY DAMAGE ONLY (PDO)	260	226	256	212	186	1,140	0.74%
	<b>COUNTY SUBTOTAL</b>	<b>359</b>	<b>309</b>	<b>327</b>	<b>289</b>	<b>243</b>	<b>1,527</b>	<b>1.00%</b>
SAGadahoc Percent personal injury 29.95%	FATAL (K)	3	5	1	7	3	19	0.01%
	INCAPACITATING (A)	17	25	19	15	13	89	0.06%
	NON-INCAPACITATING (B)	102	82	87	65	53	389	0.25%
	POSSIBLE INJURY (C)	110	115	87	85	82	479	0.31%
	PROPERTY DAMAGE ONLY (PDO)	542	497	440	413	391	2,283	1.49%
	<b>COUNTY SUBTOTAL</b>	<b>774</b>	<b>724</b>	<b>634</b>	<b>585</b>	<b>542</b>	<b>3,259</b>	<b>2.13%</b>
SOMERSET Percent personal injury 27.49%	FATAL (K)	14	15	7	9	7	52	0.03%
	INCAPACITATING (A)	54	39	46	31	43	213	0.14%
	NON-INCAPACITATING (B)	127	113	86	98	103	527	0.34%
	POSSIBLE INJURY (C)	179	175	209	155	145	863	0.56%
	PROPERTY DAMAGE ONLY (PDO)	856	917	1,012	781	799	4,365	2.85%
	<b>COUNTY SUBTOTAL</b>	<b>1,230</b>	<b>1,259</b>	<b>1,360</b>	<b>1,074</b>	<b>1,097</b>	<b>6,020</b>	<b>3.93%</b>
WALDO Percent personal injury 30.10%	FATAL (K)	6	6	6	4	9	31	0.02%
	INCAPACITATING (A)	21	28	24	18	21	112	0.07%
	NON-INCAPACITATING (B)	111	112	110	79	79	491	0.32%
	POSSIBLE INJURY (C)	125	121	116	135	120	617	0.40%
	PROPERTY DAMAGE ONLY (PDO)	576	605	647	567	510	2,905	1.90%
	<b>COUNTY SUBTOTAL</b>	<b>839</b>	<b>872</b>	<b>903</b>	<b>803</b>	<b>739</b>	<b>4,156</b>	<b>2.71%</b>
WASHINGTON Percent personal injury 29.62%	FATAL (K)	7	7	6	3	6	29	0.02%
	INCAPACITATING (A)	22	28	16	15	9	90	0.06%
	NON-INCAPACITATING (B)	70	58	50	38	54	270	0.18%
	POSSIBLE INJURY (C)	103	108	84	97	118	510	0.33%
	PROPERTY DAMAGE ONLY (PDO)	417	445	451	424	399	2,136	1.39%
	<b>COUNTY SUBTOTAL</b>	<b>619</b>	<b>646</b>	<b>607</b>	<b>577</b>	<b>586</b>	<b>3,035</b>	<b>1.98%</b>
YORK Percent personal injury 29.56%	FATAL (K)	20	23	21	23	26	113	0.07%
	INCAPACITATING (A)	125	103	103	90	89	510	0.33%
	NON-INCAPACITATING (B)	519	471	440	419	406	2,255	1.47%
	POSSIBLE INJURY (C)	716	710	623	569	637	3,255	2.13%
	PROPERTY DAMAGE ONLY (PDO)	3,094	3,008	2,994	2,823	2,697	14,616	9.55%
	<b>COUNTY SUBTOTAL</b>	<b>4,474</b>	<b>4,315</b>	<b>4,181</b>	<b>3,924</b>	<b>3,855</b>	<b>20,749</b>	<b>13.55%</b>
UNKNOWN Percent personal injury 27.59%	FATAL (K)	0	0	0	0	0	0	0.0000%
	INCAPACITATING (A)	0	0	0	0	0	0	0.0000%
	NON-INCAPACITATING (B)	1	0	0	1	1	3	0.0020%
	POSSIBLE INJURY (C)	1	2	2	0	0	5	0.0033%
	PROPERTY DAMAGE ONLY (PDO)	4	2	5	6	4	21	0.0137%
	<b>UNKNOWN TOTAL</b>	<b>6</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>29</b>	<b>0.02%</b>
COUNTY GRAND TOTAL Percent personal injury 28.75%	FATAL (K)	165	173	142	152	148	780	0.51%
	INCAPACITATING (A)	848	792	722	598	637	3,597	2.35%
	NON-INCAPACITATING (B)	3,561	3,326	2,956	2,693	2,703	15,239	9.95%
	POSSIBLE INJURY (C)	5,197	5,256	4,833	4,678	4,445	24,409	15.94%
	PROPERTY DAMAGE ONLY (PDO)	22,334	23,549	22,897	20,594	19,721	109,095	71.25%
	<b>GRAND TOTAL</b>	<b>32,105</b>	<b>33,096</b>	<b>31,550</b>	<b>28,715</b>	<b>27,654</b>	<b>153,120</b>	<b>100.00%</b>



# MAINE HIGHWAY CRASHES

## BY APPARENT PHYSICAL CONDITION

### 2006 - 2010



PHYSICAL CONDITION	2006	2007	2008	2009	2010	FIVE YEAR TOTAL	PERCENT OF TOTAL
NORMAL	47,243	49,344	46,753	43,771	41,582	228,693	92.55%
FATIGUED	344	305	327	281	301	1,558	0.63%
ASLEEP	352	305	252	271	283	1,463	0.59%
ILL	108	105	138	123	127	601	0.24%
HANDICAPPED	76	86	77	53	54	346	0.14%
HAD BEEN DRINKING	687	674	569	491	473	2,894	1.17%
UNDER THE INFLUENCE	1,127	1,038	941	888	800	4,794	1.94%
HAD BEEN USING DRUGS	80	84	83	87	88	422	0.17%
OTHER	487	438	424	350	337	2,036	0.82%
UNKNOWN	890	964	913	790	736	4,293	1.74%
<b>TOTAL</b>	<b>51,394</b>	<b>53,343</b>	<b>50,477</b>	<b>47,105</b>	<b>44,781</b>	<b>247,100</b>	<b>100.00%</b>

# MAINE HIGHWAY CRASHES

## SEVERITY BY RESTRAINING DEVICE

### 2006 - 2010

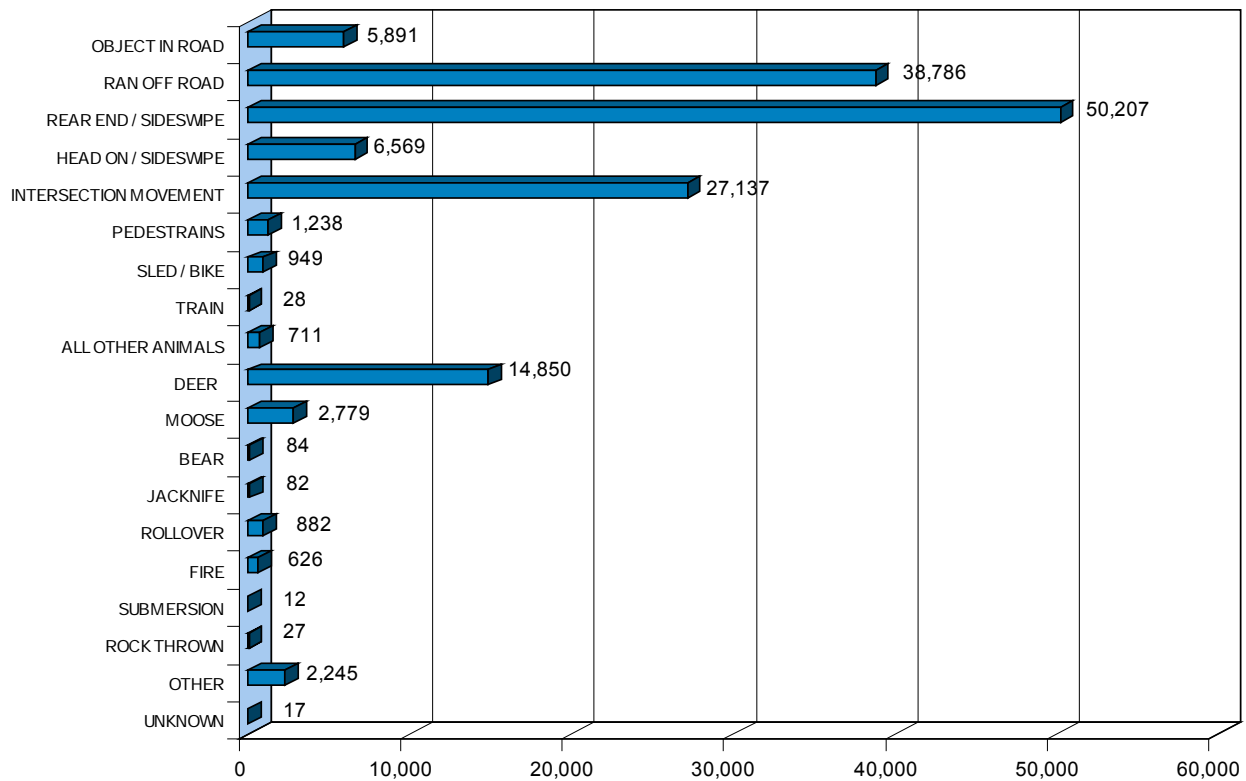
#### INJURY TYPE

	FATAL (K)						INCAPACITATING (A)						NON-INCAPACITATING (B)						POSSIBLE INJURY (C)						PROPERTY DAMAGE ONLY (PDO)						
	2006	2007	2008	2009	2010	5 YEAR SUBTOTAL	2006	2007	2008	2009	2010	5 YEAR SUBTOTAL	2006	2007	2008	2009	2010	5 YEAR SUBTOTAL	2006	2007	2008	2009	2010	5 YEAR SUBTOTAL	2006	2007	2008	2009	2010	5 YEAR SUBTOTAL	
SAFETY EQUIPMENT USED																															
Restraining device installed - used	33	37	33	38	52	193	359	374	348	287	288	1,656	2,709	2,558	2,267	2,163	2,120	11,817	5,274	5,250	4,959	4,719	4,556	24,758	50,453	52,771	50,606	47,314	44,783	245,927	
Restraining device installed - not used	61	71	41	42	36	251	213	165	106	89	110	683	528	502	309	266	293	1,898	506	421	310	271	263	1,771	1,121	1,027	789	649	618	4,204	
Restraining device not installed	6	1	3	1	2	13	15	21	16	14	13	79	32	40	49	21	34	176	47	57	51	49	41	245	1,242	1,014	1,005	1,075	1,421	5,757	
Child restraint - used	0	1	0	1	0	2	4	7	3	3	7	24	51	38	46	42	31	208	103	108	117	84	94	506	2,164	2,033	1,929	1,799	1,647	9,572	
Air bags deployed	13	11	15	13	12	64	59	49	38	27	41	214	185	158	106	105	96	650	145	182	115	121	97	660	262	250	209	176	151	1,048	
Helmet Used	6	6	8	5	8	33	68	66	62	70	57	323	155	159	152	154	142	762	97	112	128	136	111	584	58	77	69	68	60	332	
Helmet Not Used	18	16	15	22	12	83	72	86	89	55	74	376	142	165	158	147	146	758	89	113	98	97	138	535	58	54	63	44	51	270	
Child restraint - not used	0	0	0	0	0	0	3	1	2	0	0	6	10	4	4	1	2	21	6	3	2	1	4	16	38	35	30	30	45	178	
Child restraint - used incorrectly	0	0	0	0	1	1	1	0	0	0	0	1	2	2	2	3	2	11	4	9	2	1	5	21	27	34	33	22	29	145	
Air bags deployed and seat belts used	13	22	18	15	26	94	98	110	115	107	125	555	523	433	384	411	510	2,261	588	536	545	522	541	2,732	1,013	1,053	958	911	981	4,916	
Unknown restraining device																															
Unknown injury for all safety equipment	27	22	20	20	16	105	123	101	85	80	62	451	275	255	261	227	225	1,243	431	396	352	346	353	1,878	2,704	2,854	2,814	2,508	2,332	13,212	
																									22,589	20,507	21,020	20,056	17,858		
TOTAL	177	187	153	157	165	839	1,015	980	864	732	777	4,368	4,612	4,314	3,738	3,540	3,601	19,805	7,290	7,187	6,679	6,347	6,203	33,706	59,140	61,202	58,505	54,596	52,118	285,561	

# MAINE HIGHWAY CRASHES

## BY TYPE

### 2006 - 2010

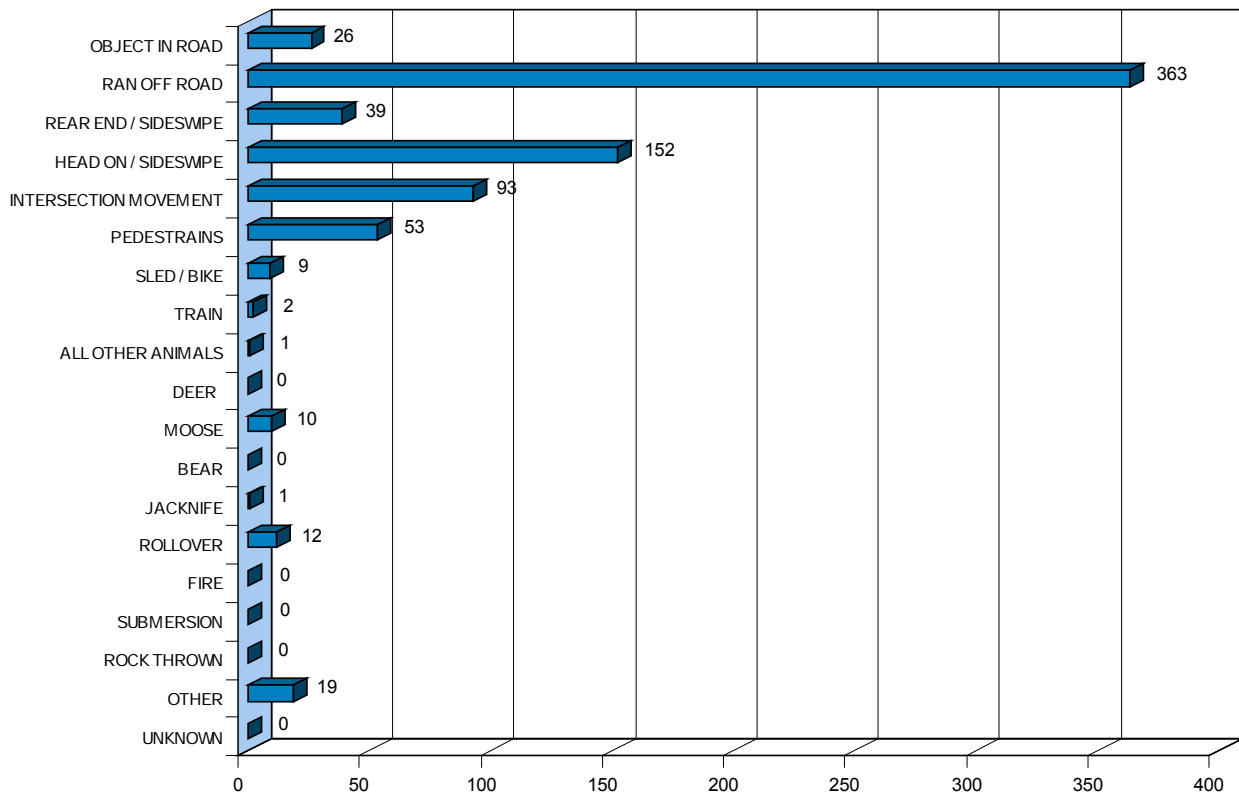


CRASH TYPE	2006	2007	2008	2009	2010	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	1,151	999	1,483	1,181	1,077	5,891	3.85%
RAN OFF ROAD	8,987	8,114	8,202	6,577	6,906	38,786	25.33%
REAR END / SIDESWIPE	9,498	10,665	10,399	10,038	9,607	50,207	32.79%
HEAD ON / SIDESWIPE	877	2,891	1,129	832	840	6,569	4.29%
INTERSECTION MOVEMENT	6,686	4,842	5,419	5,463	4,727	27,137	17.72%
PEDESTRAINS	251	250	263	235	239	1,238	0.81%
SLED / BIKE	195	207	185	169	193	949	0.62%
TRAIN	7	7	6	2	6	28	0.02%
ALL OTHER ANIMALS	132	147	137	147	148	711	0.46%
DEER	2,952	3,330	3,077	2,910	2,581	14,850	9.70%
MOOSE	650	649	474	489	517	2,779	1.81%
BEAR	17	19	13	17	18	84	0.05%
JACKKNIFE	25	19	16	11	11	82	0.05%
ROLLOVER	161	367	137	68	149	882	0.58%
FIRE	129	119	140	116	122	626	0.41%
SUBMERSION	3	7	1	1	0	12	0.01%
ROCK THROWN	4	7	5	5	6	27	0.02%
OTHER	380	457	458	450	500	2,245	1.47%
UNKNOWN	0	0	6	4	7	17	0.01%
TOTALS	32,105	33,096	31,550	28,715	27,654	153,120	100.00%

# MAINE FATAL HIGHWAY CRASHES

## BY TYPE

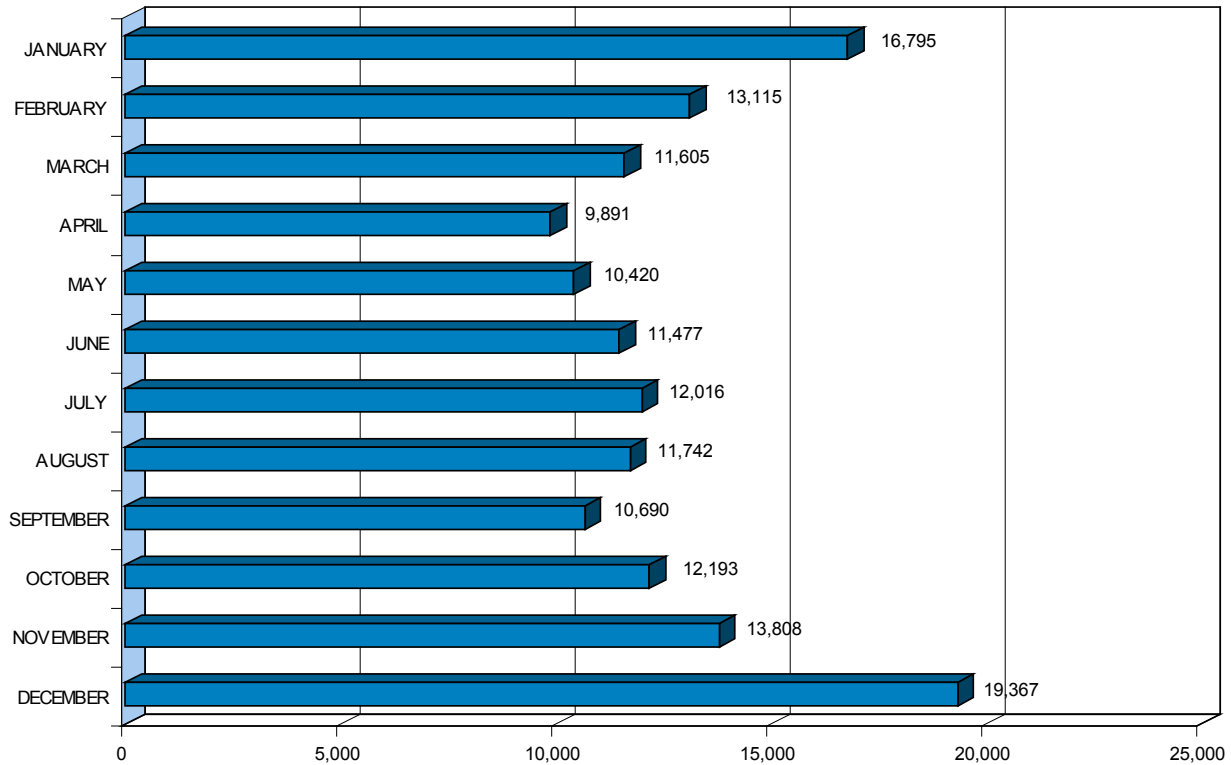
### 2006 - 2010



# MAINE HIGHWAY CRASHES

## BY MONTH

### 2006 - 2010

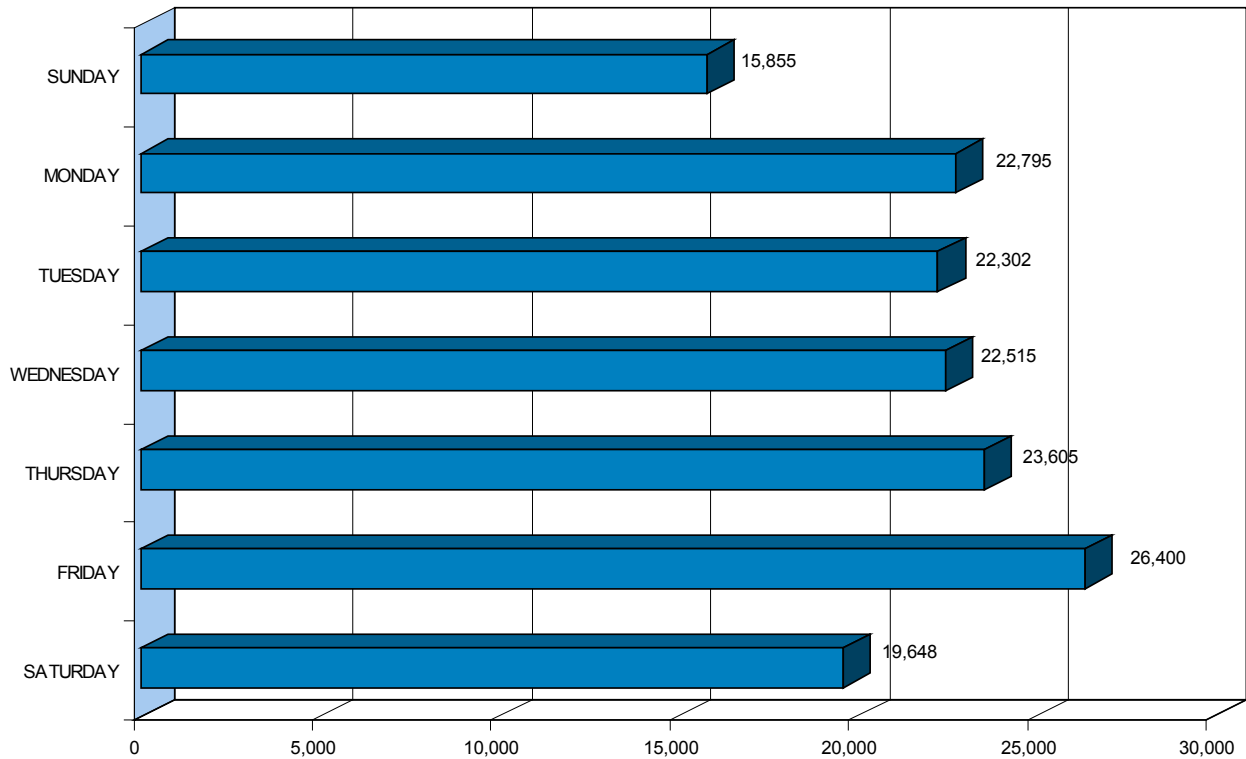


MONTH	2006	2007	2008	2009	2010	FIVE YEAR TOTAL	PERCENT OF TOTAL
JANUARY	4,147	3,098	3,097	3,424	3,029	16,795	10.97%
FEBRUARY	2,541	2,597	3,721	2,257	1,999	13,115	8.57%
MARCH	2,380	2,530	2,724	2,270	1,701	11,605	7.58%
APRIL	1,891	2,778	1,916	1,641	1,665	9,891	6.46%
MAY	2,235	2,237	1,893	1,986	2,069	10,420	6.81%
JUNE	2,626	2,472	2,174	2,143	2,062	11,477	7.50%
JULY	2,570	2,573	2,336	2,299	2,238	12,016	7.85%
AUGUST	2,459	2,540	2,266	2,277	2,200	11,742	7.67%
SEPTEMBER	2,270	2,345	1,919	2,102	2,054	10,690	6.98%
OCTOBER	2,662	2,665	2,264	2,273	2,329	12,193	7.96%
NOVEMBER	2,699	3,053	2,879	2,441	2,736	13,808	9.02%
DECEMBER	3,624	4,208	4,361	3,602	3,572	19,367	12.65%
UNKNOWN	1	0	0	0	0	1	0.00%
TOTAL	32,105	33,096	31,550	28,715	27,654	153,120	100.00%

# MAINE HIGHWAY CRASHES

## BY DAY OF THE WEEK

### 2006 - 2010

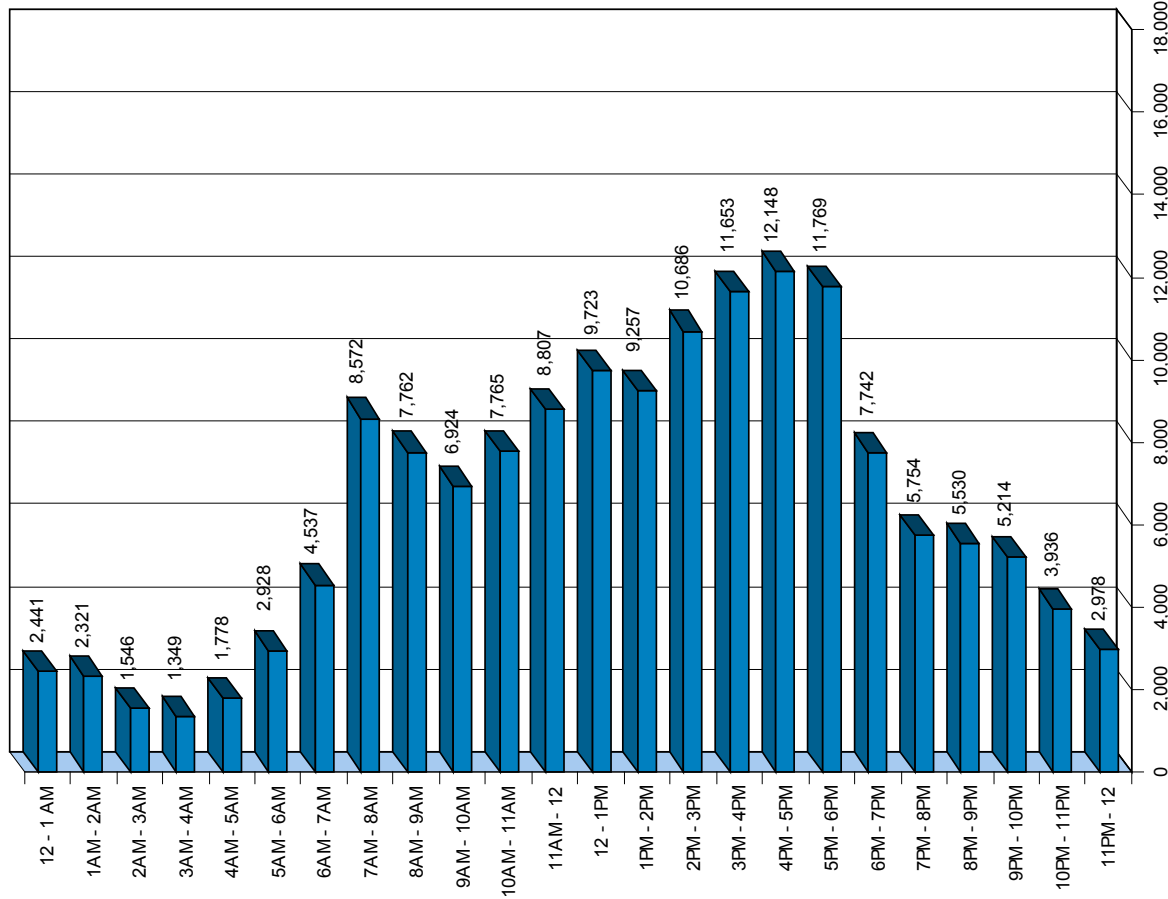


DAY OF THE WEEK	2006	2007	2008	2009	2010	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	3,410	3,292	3,164	3,236	2,753	15,855	10.35%
MONDAY	4,941	5,031	4,328	4,296	4,199	22,795	14.89%
TUESDAY	4,357	4,858	4,874	4,234	3,979	22,302	14.57%
WEDNESDAY	4,375	4,787	4,814	4,331	4,208	22,515	14.70%
THURSDAY	4,992	5,163	4,596	4,594	4,260	23,605	15.42%
FRIDAY	5,630	5,887	5,666	4,498	4,719	26,400	17.24%
SATURDAY	4,400	4,078	4,108	3,526	3,536	19,648	12.83%
TOTAL	32,105	33,096	31,550	28,715	27,654	153,120	100.00%

# MAINE HIGHWAY CRASHES

## By Time of Day

### 2006 - 2010

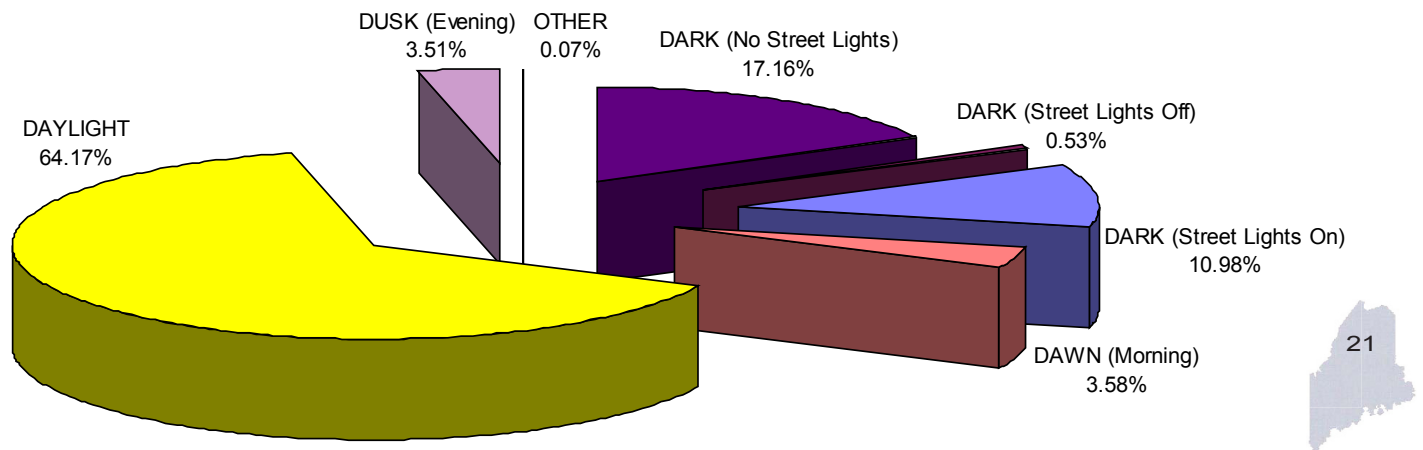


TIME OF DAY	2006	2007	2008	2009	2010	FIVE YEAR TOTAL
12 - 1 AM	540	558	523	441	379	2,441
1AM - 2AM	501	509	479	425	407	2,321
2AM - 3AM	356	352	316	272	250	1,546
3AM - 4AM	324	260	296	223	246	1,349
4AM - 5AM	390	413	382	308	285	1,778
5AM - 6AM	635	636	669	479	509	2,928
6AM - 7AM	962	1,026	1,016	764	769	4,537
7AM - 8AM	1,716	1,877	1,865	1,622	1,492	8,572
8AM - 9AM	1,501	1,636	1,723	1,486	1,416	7,762
9AM - 10AM	1,416	1,489	1,476	1,289	1,254	6,924
10AM - 11AM	1,646	1,629	1,644	1,439	1,407	7,765
11AM - 12	1,865	1,939	1,782	1,654	1,567	8,807
12 - 1PM	2,130	2,026	1,948	1,835	1,784	9,723
1PM - 2PM	1,976	1,943	1,916	1,702	1,720	9,257
2PM - 3PM	2,282	2,260	2,161	2,059	1,924	10,686
3PM - 4PM	2,448	2,438	2,389	2,237	2,141	11,653
4PM - 5PM	2,497	2,646	2,421	2,282	2,302	12,148
5PM - 6PM	2,498	2,542	2,320	2,217	2,192	11,769
6PM - 7PM	1,600	1,694	1,487	1,443	1,518	7,742
7PM - 8PM	1,144	1,292	1,230	1,095	993	5,754
8PM - 9PM	1,097	1,232	1,104	1,081	1,016	5,530
9PM - 10PM	1,065	1,181	1,045	1,034	889	5,214
10PM - 11PM	891	869	766	749	661	3,936
11PM - 12	625	649	592	579	533	2,978
TOTAL	32,105	33,096	31,550	28,715	27,654	153,120

# MAINE HIGHWAY CRASHES

## BY LIGHT CONDITIONS

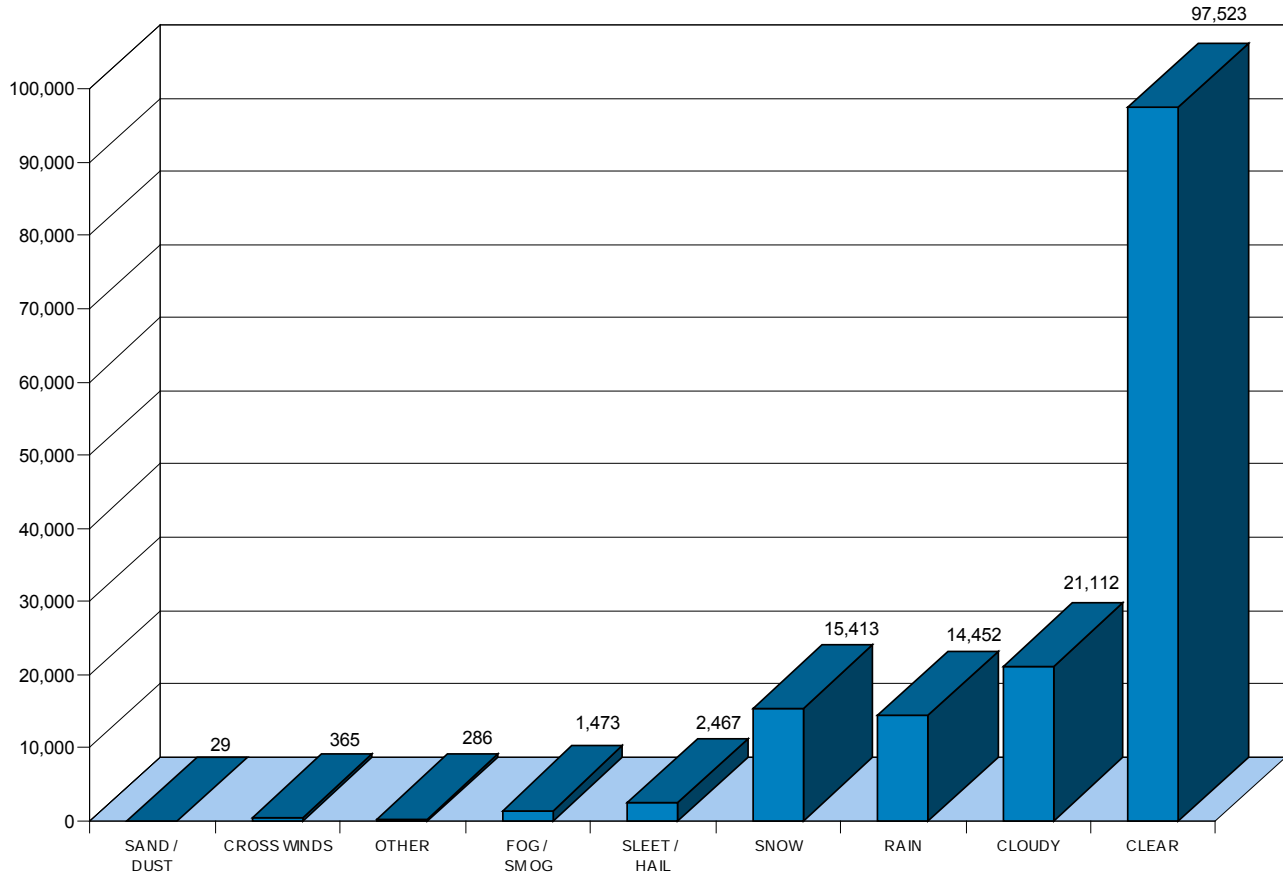
### 2006 - 2010



LIGHT CONDITION	2006	2007	2008	2009	2010	FIVE YEAR TOTAL	PERCENT OF TOTAL
DARK (No Street Lights)	5,613	5,752	5,436	4,813	4,660	26,274	17.16%
DARK (Street Lights Off)	159	159	191	145	152	806	0.53%
DARK (Street Lights On)	3,469	3,540	3,469	3,257	3,079	16,814	10.98%
DAWN (Morning)	1,174	1,144	1,197	977	985	5,477	3.58%
DAYLIGHT	20,528	21,296	20,111	18,505	17,820	98,260	64.17%
DUSK (Evening)	1,144	1,177	1,123	993	943	5,380	3.51%
OTHER	18	28	23	25	15	109	0.07%
<b>TOTAL</b>	<b>32,105</b>	<b>33,096</b>	<b>31,550</b>	<b>28,715</b>	<b>27,654</b>	<b>153,120</b>	<b>100.00%</b>



# MAINE HIGHWAY CRASHES BY WEATHER CONDITIONS 2006 - 2010

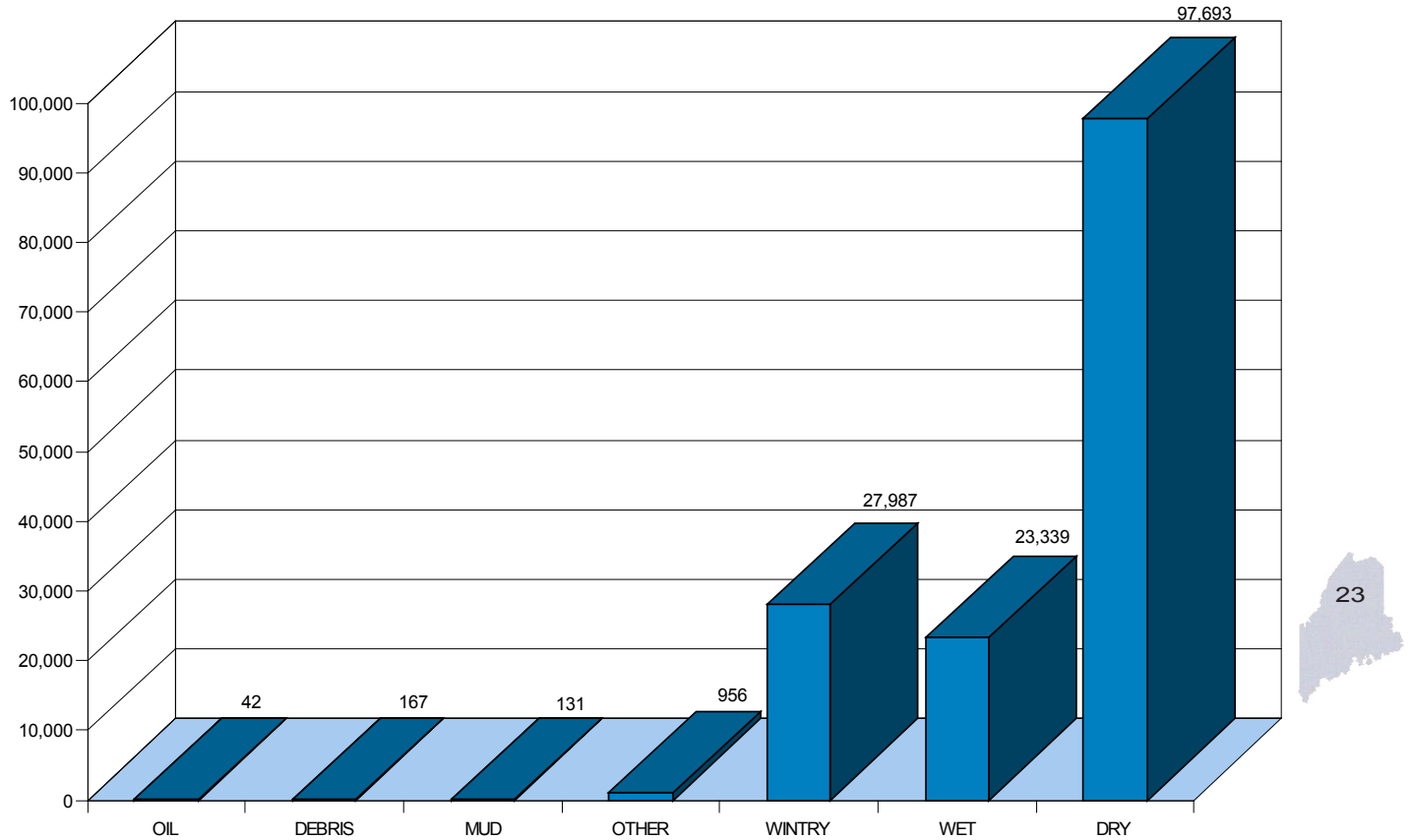


WEATHER CONDITIONS	2006	2007	2008	2009	2010	FIVE YEAR TOTAL
SAND/DUST	4	9	3	7	6	29
CROSS WINDS	90	111	73	51	40	365
OTHER	64	71	62	47	42	286
FOG/SMOG	408	251	378	256	180	1,473
SLEET/HAIL	335	685	743	303	401	2,467
SNOW	3,167	3,403	3,735	2,311	2,797	15,413
RAIN	3,611	2,469	2,988	2,687	2,697	14,452
CLOUDY	4,580	4,360	4,391	4,116	3,665	21,112
CLEAR	19,846	21,737	19,177	18,937	17,826	97,523
<b>TOTAL</b>	<b>32,105</b>	<b>33,096</b>	<b>31,550</b>	<b>28,715</b>	<b>27,654</b>	<b>153,120</b>

# MAINE HIGHWAY CRASHES

## BY ROAD SURFACE CONDITIONS

### 2006 - 2010






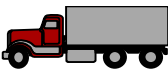



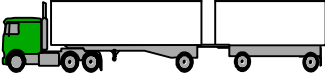

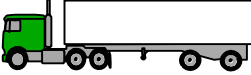




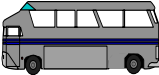
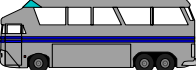


ROAD SURFACE CONDITIONS	2006	2007	2008	2009	2010	FIVE YEAR TOTAL
OIL	10	9	9	6	8	42
DEBRIS	43	31	36	30	27	167
MUD	37	19	23	37	15	131
OTHER	241	214	209	158	134	956
WINTRY	5,744	7,267	8,195	5,300	4,464	30,970
WET	5,348	4,132	4,819	4,520	4,013	22,832
DRY	20,682	21,424	18,259	18,664	18,993	98,022
<b>TOTAL</b>	<b>32,105</b>	<b>33,096</b>	<b>31,550</b>	<b>28,715</b>	<b>27,654</b>	<b>153,120</b>

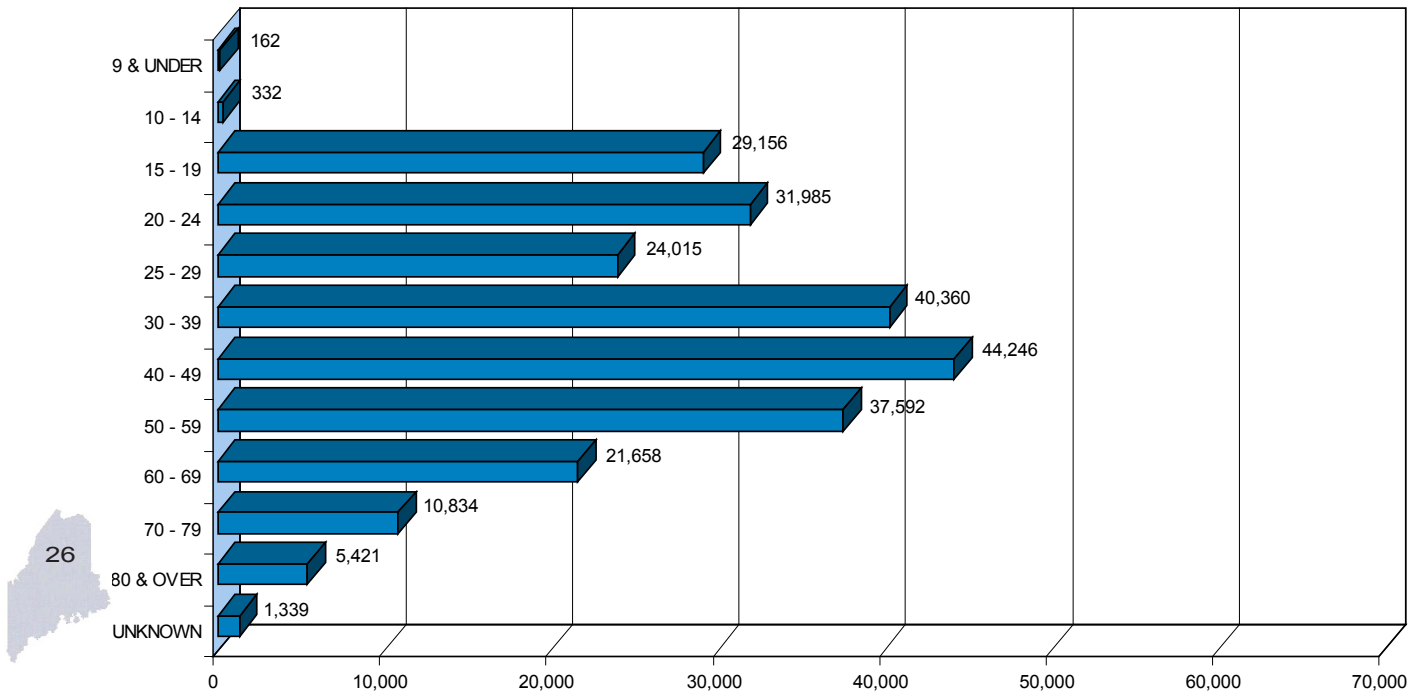
# VEHICLES INVOLVED IN MAINE HIGHWAY CRASHES 2006 - 2010

VEHICLE TYPE INVOLVED	2006	2007	2008	2009	2010	FIVE YEAR TOTAL
2-DOOR	3,965	3,663	3,226	2,980	2,665	<b>16,499</b>
4-DOOR	21,145	21,811	20,963	20,417	19,723	<b>104,059</b>
CONVERTIBLE	137	136	138	111	107	<b>629</b>
STATION WAGON	2,214	2,286	2,153	1,892	1,879	<b>10,424</b>
VAN/CAMPER	3,851	3,806	3,342	3,059	2,785	<b>16,843</b>
PICKUP TRUCK	9,416	9,997	9,322	8,646	7,796	<b>45,177</b>
SCHOOL BUS	101	98	103	100	105	<b>507</b>
MOTOR HOME	41	34	38	36	33	<b>182</b>
MOTORCYCLE	573	640	636	588	578	<b>3,015</b>
MOPED	13	25	31	29	28	<b>126</b>
MOTOR BIKE	11	24	8	10	10	<b>63</b>
BICYCLE	195	211	185	170	198	<b>959</b>
SNOWMOBILE	4	11	13	17	11	<b>56</b>
PEDESTRIAN	272	266	289	270	268	<b>1,365</b>
ATV	15	16	17	24	21	<b>93</b>
SUV	6,888	7,374	7,259	6,837	6,849	<b>35,207</b>
UNKNOWN	640	865	860	214	234	<b>2,813</b>
(10) BOBTAIL	31	25	27	30	24	<b>137</b>
(20) 2ADT	668	732	704	651	562	<b>3,317</b>
(30) 3ASU	239	280	220	183	182	<b>1,104</b>
(40) 4ASU	66	86	64	59	60	<b>335</b>
(21) 2ASA	41	49	48	51	39	<b>228</b>
(22) 2ATA	108	97	77	57	59	<b>398</b>
(31) 3ASA	16	24	27	18	27	<b>112</b>
(32) 3ATA	328	345	302	280	237	<b>1,492</b>
(33) 3ATR	183	198	146	135	117	<b>779</b>
(42) 4ATA	5	5	7	7	5	<b>29</b>
(25) 2AT1A2ATR	35	32	33	26	19	<b>145</b>
(35) 3AT1A2ATR	70	74	79	70	50	<b>343</b>
(36) 3AT2A2ATR	9	14	17	13	14	<b>67</b>
(50) OTHER	38	42	60	44	34	<b>218</b>
(81) 2AX CM BUS	33	38	34	38	29	<b>172</b>
(82) 3AX CM BUS	13	13	18	9	11	<b>64</b>
(98) FARM/TRAC	30	26	31	34	22	<b>143</b>
<b>TOTAL VEHICLES INVOLVED</b>	<b>51,394</b>	<b>53,343</b>	<b>50,477</b>	<b>47,105</b>	<b>44,781</b>	<b>247,100</b>

# APPENDIX

VEHICLE CODE	AXLE CONFIGURATION	DESCRIPTION
10		TRUCK TRACKTOR ONLY (BOB TAIL)
20		2 AXLE SINGLE UNIT WITH DUAL TIRES
21		2 AXLE TRACTOR WITH SINGLE AXLE SEMI
22		2 AXLE TRACTOR WITH TANDEM AXLE SEMI
25		2 AXLE TRACTOR WITH SINGLE AXLE SEMI AND 2 AXLE TRAILER
30		3 AXLE SINGLE UNIT
31		3 AXLE TRACTOR WITH SINGLE AXLE SEMI
32		3 AXLE TRACTOR WITH TANDEM AXLE SEMI
33		3 AXLE TRACTOR WITH TRIDEM AXLE SEMI
35		3 AXLE TRACTOR WITH SINGLE AXLE SEMI AND 2 AXLE TRAILER
36		3 AXLE TRACTOR WITH TANDEM AXLE SEMI AND 2 AXLE TRAILER
37		5 AXLE SEMI; SPLIT TRAILER TANDEM
38		6 AXLE SEMI; SPLIT TRAILER TANDEM WITH CENTER AXLE
39		6 AXLE; STANDARD TRAILER TANDEM WITH CENTER AXLE
40		4 AXLE SINGLE UNIT
42		4 AXLE TRACTOR WITH TANDEM AXLE SEMI
50	ANY OTHER AXLE CONFIGURATION	ANY TRUCK NOT DESCRIBED ABOVE
81		2 AXLE BUS
82		3 AXLE BUS

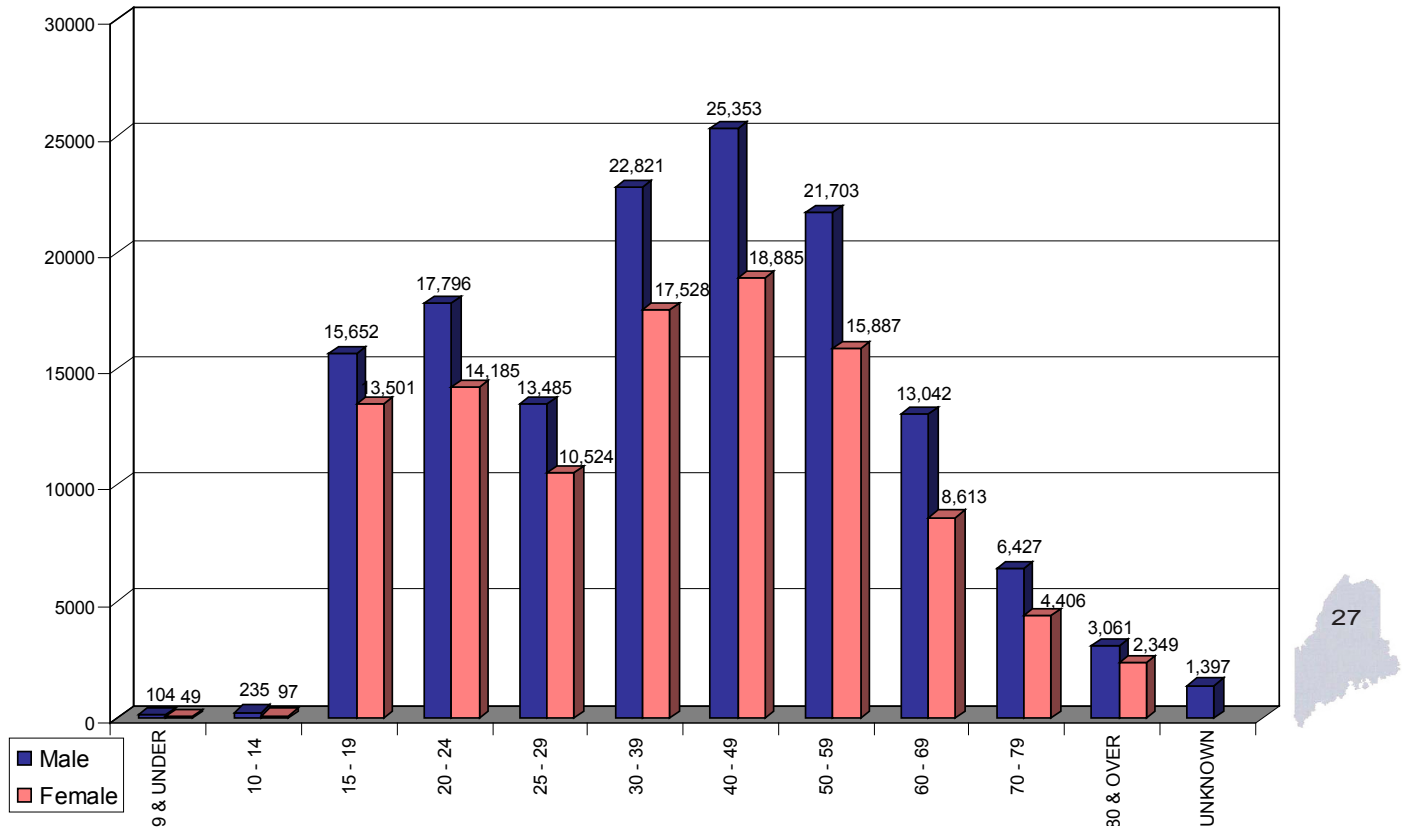
# DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2006 - 2010



AGE GROUP	2006	2007	2008	2009	2010	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	45	38	25	24	30	162	0.07%
10 - 14	84	69	66	57	56	332	0.13%
15 - 19	6,503	6,387	5,781	5,450	5,035	29,156	11.80%
20 - 24	6,773	6,848	6,460	6,109	5,795	31,985	12.94%
25 - 29	4,899	5,175	4,926	4,532	4,483	24,015	9.72%
30 - 39	8,718	8,861	8,260	7,487	7,034	40,360	16.33%
40 - 49	9,393	9,761	9,247	8,300	7,545	44,246	17.91%
50 - 59	7,504	8,061	7,715	7,333	6,979	37,592	15.21%
60 - 69	3,875	4,489	4,461	4,412	4,421	21,658	8.76%
70 - 79	2,180	2,234	2,187	2,094	2,139	10,834	4.38%
80 & OVER	1,073	1,089	1,101	1,085	1,073	5,421	2.19%
UNKNOWN	347	331	248	222	191	1,339	0.54%
TOTAL	51,394	53,343	50,477	47,105	44,781	247,100	100.00%

\*Note: Drivers include pedestrians, bicyclists, snowmobile and ATV operators.

# DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES By AGE GROUP/GENDER 2006 - 2010



	2006		2007		2008		2009		2010		TOTALS			
AGE GROUP BY GENDER	M	F	M	F	M	F	M	F	M	F	M	F	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	33	12	23	15	12	10	20	4	16	8	104	49	153	0.06%
10 - 14	55	29	51	18	51	15	41	16	37	19	235	97	332	0.13%
15 - 19	3,545	2,958	3,423	2,964	3,104	2,675	2,921	2,529	2,659	2,375	15,652	13,501	29,153	11.80%
20 - 24	3,835	2,938	3,804	3,044	3,593	2,864	3,362	2,747	3,202	2,592	17,796	14,185	31,981	12.94%
25 - 29	2,765	2,134	2,980	2,195	2,834	2,088	2,456	2,076	2,450	2,031	13,485	10,524	24,009	9.72%
30 - 39	5,008	3,710	5,138	3,723	4,652	3,603	4,138	3,349	3,885	3,143	22,821	17,528	40,349	16.33%
40 - 49	5,379	4,014	5,577	4,184	5,318	3,925	4,836	3,464	4,243	3,298	25,353	18,885	44,238	17.90%
50 - 59	4,332	3,172	4,691	3,370	4,448	3,266	4,252	3,081	3,980	2,998	21,703	15,887	37,590	15.21%
60 - 69	2,308	1,567	2,752	1,737	2,695	1,766	2,606	1,806	2,681	1,737	13,042	8,613	21,655	8.76%
70 - 79	1,268	912	1,329	905	1,313	874	1,257	837	1,260	878	6,427	4,406	10,833	4.38%
80 & OVER	586	487	646	443	653	442	583	502	593	475	3,061	2,349	5,410	2.19%
UNKNOWN	347		331		276		222		221		1,397		1,397	0.57%
TOTAL BY GENDER	29,114	21,933	30,414	22,598	28,673	21,528	26,472	20,411	25,006	19,554	139,679	106,024		
TOTAL	51,394		53,343		50,477		47,105		44,781		247,100		247,100	100.00%

# CONTRIBUTING FACTORS TO MAINE HIGHWAY CRASHES 2006 - 2010

HUMAN FACTORS	DRIVER VEH. 1	DRIVER VEH. 2	DRIVER VEH. 3	DRIVER VEH. 4	DRIVER VEH. 5	OTHER	FIVE YEAR TOTAL	FIVE YEAR TOTAL CRASHES BY FACTOR 1&2
NO IMPROPER DRIVING	52,579	56,018	4,543	618	93	46	113,897	147,938
<i>FAIL TO YIELD RIGHT OF WAY</i>	<i>12,299</i>	<i>5,508</i>	<i>88</i>	<i>8</i>	<i>3</i>	<i>2</i>	<i>17,908</i>	<i>22,114</i>
<i>ILLEGAL UNSAFE SPEED</i>	<i>22,829</i>	<i>1,622</i>	<i>129</i>	<i>24</i>	<i>7</i>	<i>11</i>	<i>24,622</i>	<i>29,385</i>
FOLLOW TOO CLOSE	7,301	3,989	576	80	17	7	11,970	15,961
DISREGARD TRAFFIC CONTROL	1,812	860	28	3	1	0	2,704	3,683
DRIVING LEFT OF CENTER	1,079	337	8	3	0	0	1,427	2,031
IMPROPER PASSING	1,493	876	20	1	0	0	2,390	3,031
IMPROPER LANE CHANGE	1,751	820	14	3	2	0	2,590	3,459
IMPROPER START/STOP	611	355	15	2	0	0	983	1,362
IMPROPER TURN	1,781	804	22	1	0	0	2,608	3,729
UNSAFE BACKING	2,770	1,094	11	1	0	0	3,876	4,482
NO/IMPROPER SIGNAL	316	269	5	1	0	0	591	775
IMPEDING TRAFFIC	272	181	11	0	0	0	464	696
<i>DRIVER INATTENTION</i>	<i>27,511</i>	<i>9,620</i>	<i>773</i>	<i>99</i>	<i>6</i>	<i>2</i>	<i>38,011</i>	<i>60,327</i>
DRIVER INEXPERIENCE	2,986	343	16	2	2	0	3,349	8,369
PEDESTRIAN VIOLATION	88	374	30	5	3	1	501	599
PHYSICAL IMPAIRMENT	3,064	173	13	3	2	0	3,255	4,614
VISION OBSCURED GLASS	196	59	3	1	0	0	259	483
VISION OBSCURED LIGHT	708	238	18	0	0	0	964	1,738
VISION OBSCURED OTHER	1,136	523	11	1	0	0	1,671	3,467
OTHER HUMAN FACTOR	4,394	703	43	8	1	1	5,150	8,819
HIT & RUN	494	378	28	6	2	0	908	1,712
<b>HUMAN FACTOR TOTAL</b>	<b>147,470</b>	<b>85,144</b>	<b>6,405</b>	<b>870</b>	<b>139</b>	<b>70</b>	<b>240,098</b>	<b>328,774</b>
<b>VEHICULAR FACTORS</b>								
DEFECTIVE BRAKES	535	139	16	4	1	0	695	1,015
DEFECTIVE TIRE	602	45	4	0	0	0	651	1,032
DEFECTIVE LIGHTS	48	39	1	0	0	0	88	126
DEFECTIVE SUSPENSION	58	1	0	0	0	0	59	73
DEFECTIVE STEERING	153	6	1	0	0	0	160	198
OTHER VEHICLE DEFECT	1,331	220	22	5	4	4	1,586	2,192
UNKNOWN	2,289	1,366	84	12	9	3	3,763	161,566
<b>VEHICULAR FACTOR TOTAL</b>	<b>5,016</b>	<b>1,816</b>	<b>128</b>	<b>21</b>	<b>14</b>	<b>7</b>	<b>7,002</b>	<b>166,202</b>
<b>GRAND TOTAL</b>	<b>152,486</b>	<b>86,960</b>	<b>6,533</b>	<b>891</b>	<b>153</b>	<b>77</b>	<b>247,100</b>	<b>494,976</b>

**\*\* Top 3 actual factors shown in italics**

Note: There is the potential for two contributing factors per vehicle and multiple vehicles per crash. The first seven columns list factors, by driver, that appeared in the first apparent contributing factor field. The last column counts each crash where said factor occurred (regardless of which driver it was listed under or whether it was listed as apparent contributing factor one or two).

## Pedestrian Laws

Legislation	Effective Date
When use of a sidewalk next to a public way is practicable, a pedestrian may not walk on that public way.	1993
Where sidewalks are not provided, a pedestrian shall walk facing approaching traffic on the left side of the public way or the way's shoulder when practicable.	1993
When traffic-control devices are not in operation, an operator must yield the right-of-way to a pedestrian crossing in a marked crosswalk.	1999
A pedestrian must yield the right-of-way to a vehicle when crossing a way: <ul style="list-style-type: none"><li>a. Other than within a marked crosswalk; or</li><li>b. With an available pedestrian tunnel or overhead pedestrian crossing.</li></ul>	1993

## Bicycle Laws

Legislation	Effective Date
A person under 16 years old, operator or passenger, on a bicycle on a public roadway or public bikeway shall wear a helmet.	1999
A bicycle passenger must be seated properly in a bicycle passenger seat.	1999
A person operating a bicycle or scooter shall ride it as far as practicable to the right side of the way, except when making a left turn, unless other provisions have been made by a municipality for the location of bicycle or scooter traffic.	
A person operating a bicycle may travel on paved shoulders.	
A person operating a vehicle that passes a person operating a bicycle and proceeding in the same direction may not make a right turn at any intersection or into any road or way unless the turn can be made with reasonable safety.	
A motor vehicle must allow at least 3 feet of space when passing a bicyclist.	2007
A motor vehicle may cross the center line in a no passing zone to pass bicyclists if it is safe to do so.	2007



## Motorcycle Laws

### Legislation

### Effective Date

**Helmets** required for all motorcyclists

October 7, 1967

Repeal of 1967 requirement for wearing helmets

October 24, 1977

Helmets required for all persons under 15

July 3, 1980

Helmets required for all persons under 15, for all operators under a learner's permit, or any first year operators and the passengers of all operators required to wear a helmet

September 23, 1983

Requires a person under 18 years of age to wear a helmet while on a motorcycle

September 15, 2009

**Motorcycle operator education** required for persons under 21, prior to permit or permission

March 1, 1987

Motorcycle operator education required for all persons applying for a motorcycle learner's permit

April 3, 1992

**Headlight** on while operating

June 28, 1974

**More than 2 motorcycles** may not be operated abreast within the same lane.

2003

A motor vehicle may not be driven in such a manner as to deprive a motorcycle of the full use of a lane

2003

**Autocycles**, three-wheeled vehicles with an enclosed cab (including battery electric vehicles) will be allowed on Maine roads that have a speed limit of 45 mph or less.

September 15, 2009

# Truck Laws

## General Law Gross Weight Limits <http://www.maine.gov/sos/bmv/commercial/swlimit.htm>

Maine's General Law gross weight limit applies to the following highways:

- Interstate 95 from New Hampshire to Exit 113 (Augusta, Cushnoc Bridge) which includes the Maine Turnpike;
- All non-Interstate highways.

Maine's General Law provides that the total weight of a vehicle or combination of vehicles, plus their load, is limited by the number of axles to:

2 axles.....	34,000 pounds
3 axles.....	54,000 pounds
4 axles.....	69,000 pounds*
5 axles.....	80,000 pounds
6 axles.....	100,000 pounds**

\*Also applies to all single unit vehicles over 4 axles.

\*\*Applies only to a combination vehicle consisting of a 3 axle truck tractor towing a triaxle semitrailer unit that is operating on the General Law highways listed above. (1) The 80,000 pound limit applies to all other combination vehicles over 4 axles, except for certain vehicles carrying special commodities which are allowed additional weight tolerances. (2) Any interstate highway in Maine for as long as Federal law exempting Maine from the 80,000 pound interstate limit is in effect.

## Interstate Highway System weight limits

For operation on the Interstate Highway System, excluding those segments of the Interstate Highway System listed above, the weight of the vehicle or combinations of vehicles, plus their load, is limited by Bridge Formula B, modified. In addition, the Bridge Formula also limits the total weight of any group of consecutive axles of a vehicle or combination of vehicles according to the distance between the centers of the extreme axles in a group. The greatest load allowed is 80,000 pounds.

## Projecting Loads

Every vehicle carrying objects that project more than 4 feet from the rear must, during the period of ½ hour after sunset and ½ hour before sunrise, carry a red light at or near the rear end of the project objects. At all other times, the vehicle must carry a 12x12 inch clean red cloth attached at or near the end of the projecting object. Loads must be covered or otherwise secured or confined to prevent any portion of the load from falling from or spilling out of the vehicle.

Trailers, semi-trailers, or vehicles being towed must, in addition to the tow bar or coupling device, have a safety chain or steel cable made of not less than ¼ inch wire so attached as to prevent breakaway from the towing vehicle. (This requirement does not apply to truck tractor and semi-trailer units equipped with a fifth wheel mechanism.)

Trailers that are wider than the towing vehicle must be equipped with reflective material or a lamp on each front corner that is visible to oncoming traffic.

## Miscellaneous Motor Vehicle Laws

### Legislation

### Effective Date

#### **Act to Protect Young Drivers and Passengers**

September 3, 2003

Established 3 step graduated licensing system consisting of supervised instruction permit, intermediate license and unrestricted license.

#### **Key points:**

A person under 21 years of age may not apply for an intermediate license until:

- 6 months after being issued a supervised instruction permit
- Completion of a minimum of 35 hours of driving, including 5 hours of night driving, while accompanied by a parent, guardian or licensed driver at least 20 years of age.
- A driver operating with a supervised instruction permit may not drive while using a mobile telephone.

A driver under 18 years of age with an intermediate license may not:

- Carry passengers other than immediate family members unless accompanied by a licensed operator who is at least 20 years of age and has held a valid license for the past 2 years and is occupying the seat beside the driver for six months after licensure.
- Operate a motor vehicle between the hours of 12 a.m. and 5 a.m.
- Operate a motor vehicle while using a mobile telephone.

#### Period of restrictions:

- The license restrictions are for 180 days from license issuance.
- A driver violating these requirements must have the license restrictions extended for an additional 180 days.
- The additional period of license restrictions may extend beyond the person's 18<sup>th</sup> birthday.
- Any violation of the license restrictions during the period of this extension must result in a further extension of the license restrictions.

Anyone under 18 years of age is prohibited from driving while using a mobile phone or handheld electronic device. 2007

**Distracted Driver Law:** A person may be issued a citation or summons for "failure to maintain control of a motor vehicle" if they were "operating a motor vehicle while distracted" and committed a traffic infraction or crime, or are involved in a reportable accident. Distracting activities are defined as, anything that is not necessary to the operation of the vehicle and that actually impairs, or would reasonably be expected to impair, the ability of the person to safely operate the vehicle. September 12, 2009

**Texting while Operating a Motor Vehicle:** A person may not operate a motor vehicle while engaging in text messaging. A person who violates this section commits a traffic infraction for which a fine of not less than \$100 may be adjudged. September 2011

**Headlights** must be illuminated:

- a. During the period ½ hour after sunset to ½ hour before sunrise;
  - b. At any time when, due to insufficient light or unfavorable atmospheric conditions, including, but not limited to, rain, freezing rain, fog or snow, persons or vehicles on the way are not discernible for a distance of 1,000 feet ahead; and
  - c. At any time when windshield wipers are in constant use.
- 1997

## Occupant Protection Laws

### Legislation

### Effective Date

Operators of vehicles equipped with seat belts must be secured in the operator's seat belt.

1997

Persons 18 years or older who are passengers in a vehicle equipped with seat belts, must be properly secured in a seat belt.

1997

An officer may cite a driver or passenger 18 or older **solely** for failing to wear a seat belt. If a child is unbuckled, the driver can also be cited. The driver no longer needs to have been stopped for another violation.

2007

Children aged 0 to 4 years must be secured in a child safety seat.

September 23, 1983

Children aged 4 to 13 years must be secured in a child safety seat or safety belt

September 29, 1987

Law expanded to include children 4 to 16 years

September 30, 1989

Law expanded to include children 4 to 19 years

October 9, 1991

Children who weigh less than 40 pounds being transported in a motor vehicle that is required to be equipped with seat belts, the operator must have the child properly secured in a child safety seat.

2001

Children who weigh at least 40 pounds but less than 80 pounds and who are less than 8 years old must be properly secured in a federally approved child restraint system.

2003

Children who are at least 8 years old but less than 18 years old or are less than 18 years old and more than 4 feet, 7 inches tall must be secured in a seat belt.

2003

**change** - Children who are at least 8 years old but less than 18 years old or are less than 18 years old and more than **4 feet, 9 inches** tall must be secured in a seat belt.

2007

Children who are less than 12 years old and who weigh less than 100 pounds must be properly secured in the rear seat of a vehicle, if possible.

2003

Smoking is prohibited in a motor vehicle when a passenger 16 years or younger is present, regardless of if the windows are open.

September 2008

## **Operating Under the Influence of Alcohol (OUI) Laws**

### **Legislation**

### **Effective Date**

OUI per se

September 18, 1981

Bac limit set at .02% for drivers under age 21

June 23, 1983

Bac limit set at .00% for drivers under age 21

September 1995

Administrative per se suspension

January 1, 1984

Alcohol Awareness Week established

September 19, 1985

Drivers prohibited from drinking while driving  
-Operating under the influence of drugs

September 28, 1987  
July 14, 1990

Minors prohibited from liquor possession in a motor vehicle

October 13, 1993

The Secretary of State is allowed to reinstate the license of a person convicted of more than one violation of the operating under the influence laws if the person installs an approved ignition interlock device; provides for a specified number of years operation as a condition of license reinstatement; provides for reinstatement fees.

September 2008

Technical Corrections made to the above law  
(see Ch. 54 LD 180)

September 2009

### **Blood Alcohol Content (BAC) Limits**

### **Effective Date**

Impairment set at .10% to .15%

October 1, 1969

Intoxication set at > .15%

October 1, 1969

Reduced from .15% to .10%

September 23, 1971

Under age 20 set at .02%

June 23, 1983

Under age 21 set at .02%

July 1, 1985

Reduced from .10% to .08%

August 4, 1988

Under age 21 set at .00%

September 1995

### **Legal Drinking Age**

### **Effective Date**

Reduced from 21 to 20

October 1, 1969

Reduced from 20 to 18

June 9, 1972

Raised from 18 to 20

October 24, 1977

Raised from 20 to 21

July 1, 1985

## Interstate System Speed Limit

### Legislation

Reduced on I-95 and I-495 from 70 to 55 MPH statewide

### Effective Date

November 1973

Raised on I-95 from 55 to 65 MPH in rural areas

June 1987

Raised on I-495 from 55 to 65 MPH in rural areas

October 1987

Raised on I-95 between Old Town to Houlton only, from 65 to 75 MPH

September 2011

## Accident Reportability Threshold

Property damage threshold for reportable accidents  
is raised from \$500.00 to \$1000.00.

September 30, 1999

## State of Maine Motor Fuel Tax Rate Table

Year	Per gallon tax
1923	1 cent per gallon
1925	3 cents per gallon
1927	4 cents per gallon
1947 (June 1)	6 cents per gallon
1955 (July 1)	7 cents per gallon
1969 (July 1)	8 cents per gallon
1971 (July 1)	9 cents per gallon
1983 (April 1)	14 cents per gallon
1988 (July 1)	16 cents per gallon (19 cents)
1989 (April 1)	17 cents per gallon (20 cents)
1991 (July 17)	19 cents per gallon (20 cents)
1999 (August 1)	22 cents per gallon (23 cents)
2003 (July 1)	24.6 cents per gallon (25.7 cents)
2004 (July 1)	25.2 cents per gallon (26.3 cents)
2005 (July 1)	25.9 cents per gallon (27 cents)
2006 (July 1)	26.8 cents per gallon (27.9 cents)
2007 (July 1)	27.6 cents per gallon (28.8 cents)
2008 (July 1)	28.4 cents per gallon (29.6 cents)
2009 (July 1)	29.5 cents per gallon (30.7 cents)
2010 (July 1) no increase	29.5 cents per gallon (30.7 cents)
2011 (July 1)	30.0 cents per gallon (31.2 cents)

Diesel fuel first taxed in 1949 at the same rate as gasoline. Through 1987, subsequent increases in the gas tax have applied to diesel fuels. The diesel fuel tax rates, when different from gasoline rates, are shown in parenthesis.

